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37TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 45.

LETTER

OF

THE SECRETARY OF STATE,

TRANSMITTING A REPORT OF THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

FOREIGN NATIONS,

FOR

THE YEAR ENDING SEPTEMBER 30, 1861.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1862.

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MONACENSIS.

IN THE HOUSE OF REPRESENTATIVES, *February* 11, 1862.

Resolved, That four thousand additional copies of the Report on the Commercial Relations of the United States with Foreign Nations, for the year 1861, be printed for the use of the House, and one thousand additional copies for the use of the State Department.

Attest:

EM. ETHERIDGE, *Clerk*.

ANNUAL REPORT ON FOREIGN COMMERCE

FOR THE

YEAR ENDING SEPTEMBER 30, 1861.

DEPARTMENT OF STATE, *January* 29, 1862.

SIR: In compliance with the acts of Congress of August 16, 1842, and August 18, 1856, I have the honor to transmit herewith a Report on the Commercial Relations of the United States with Foreign Nations for the year ending September 30, 1861.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. G. A. GROW,

Speaker House of Representatives.

ACTS OF CONGRESS creating the Statistical Office of the State Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Secretary of State to lay before Congress, annually, at the commencement of its session, in a compendious form, all such changes and modifications in the commercial systems of other nations, whether by treaties, duties on imports and exports, or other regulations, as shall have come to the knowledge of the department.

Approved August 16, 1842.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the changes and modifications in the commercial systems of other nations, now required by said act, it shall be the duty of the Secretary of State to lay before Congress, annually, within sixty days after the commencement of each ordinary session, as a part of said report, all other commercial information communicated to the State Department by consular and diplomatic agents of this government abroad, or contained in the official publications of other governments, which he shall deem sufficiently important.

Approved August 18, 1856.

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PART I.

ABSTRACTS

OF

CONSULAR RETURNS

AND

OFFICIAL PUBLICATIONS.

1861.

PART I.

ABSTRACTS

OF

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AND

OFFICIAL PUBLICATIONS.

1861.

ABSTRACTS

OF

CONSULAR RETURNS AND OFFICIAL PUBLICATIONS.

BRITISH DOMINIONS.

GREAT BRITAIN.

SINCE the last annual report of this department, under the congressional acts of August 16, 1842, and August 18, 1856, no important changes or modifications have occurred in our commercial relations with Great Britain, and but few with foreign nations generally.

In reference to the interests of our mercantile marine, it has been deemed appropriate to publish, from the last "British tariff," a "List of countries and divisions as distinguished in official returns," &c., and also the existing customs' duties of the more important British colonies, under their respective heads. In Nova Scotia and Bermuda the duties are no longer in force; in Barbadoes they remain in force only till the 1st of April of the current year. At Hong Kong, being a free port, no import or export duties are levied.

Statement of the imports from the United States of the principal articles of United States produce in the ten months ended October 31, 1861, *compared with the corresponding period of the year* 1860.

Articles.	Quantity.		Value.	
	1860.	1861.	1860.	1861.
Cotton—raw ----------pounds--	993,034,112	809,017,248	$127,882,354	$128,493,443
Corn—wheat----------bushels--	7,201,176	16,453,088	12,410,588	27,489,850
flour ----------cwt----	1,597,645	3,363,806	6,301,513	12,595,635
Tobacco—stemmed----------pounds--	4,134,856	6,589,253	623,358	1,446,763
unstemmed----------pounds--	12,217,508	22,688,571	1,756,504	3,743,687
manufactured, and snuff----------pounds--	2,100,207	1,811,132	966,427	1,195,624

Statement of the exports to the United States of the principal articles of British and Irish produce in the eleven months ended November 30, 1861, *compared with the corresponding period of the year* 1860.

Articles.	Quantity.		Value.	
	1860.	1861.	1860.	1861.
Beer and ale----------barrels--	19,396	7,082	$433,659	$144,895
Coals and culm----------tons---	296,770	356,524	891,659	1,140,377
Cotton manufactures, viz:				
Calicoes, cambrics, muslins, and mixed stuffs.yards--	193,185,568	72,042,937	15,950,283	5,842,045
Linens—cloths of all kinds, and cambrics----------yards--	52,774,578	19,885,875	7,985,923	2,930,393

Statement of the exports to the United States of British and Irish produce, &c.—Continued.

Articles.	Quantity.		Value.	
	1860.	1861.	1860.	1861.
Metal—pig iron.....tons...	78,106	32,620	$1,041,902	$388,546
bar, bolt, and rod.....tons...	85,490	22,029	3,237,021	817,989
cast.....tons...	1,140	1,274	104,050	51,991
wrought of all kinds.....tons...	38,749	12,068	2,191,082	755,296
sheets and nails.....tons...	10,239	3,132	250,833	64,462
Oil—seed.....gallons..	657,311	13,088	358,412	8,132
°Salt.....tons...	126,984	101,727	265,726	234,048
Silk manufactures:				
Stuffs, handkerchiefs, and ribbons.....pounds..	106,416	73,355	552,210	451,528
°Soda.....cwt...	604,330	221,880	1,429,344	534,680
Spirits, (British).....gallons..	411,836	105,684	310,084	81,235
Woo lens:				
Mixed stuffs, flannels, blankets, carpets, &c.yards..	46,872,623	24,476,336	9,014,563	4,426,635
°Worsted stuffs.....pieces..	430,253	241,655	3,110,373	1,491,398

° Seven months ended July 31.

All values in pound sterling are converted at the United States treasury valuation of the pound or sovereign, $4 84.

Comparative statement showing the quantities of raw cotton imported into the United Kingdom, and the countries whence imported, from January 1 to December 31, during eighteen years, and also during eleven months ended November 30, 1861.

Years.	United States.	Brazil.	Mediterranean.	British Possessions in the East Indies.	British West Indies and British Guiana.	Other countries.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1843	574,738,520	18,675,123	9,674,076	65,709,729	1,260,444	3,135,224	673,193,116
1844	517,218,622	21,084,744	12,406,327	88,639,776	1,707,194	5,054,641	646,111,304
1845	626,650,412	20,157,633	14,614,699	58,437,426	1,394,447	725,336	721,979,953
1846	401,949,393	14,746,321	14,278,447	34,540,143	1,201,857	1,140,113	467,856,274
1847	364,599,291	19,966,922	4,814,268	83,934,614	793,933	598,587	474,707,615
1848	600,247,488	19,971,378	7,231,861	84,101,961	640,437	827,036	713,020,161
1849	634,504,050	30,738,133	17,369,843	70,838,515	944,307	1,074,164	755,469,012
1850	493,153,112	30,299,982	18,931,414	118,872,742	228,913	2,090,698	663,576,861
1851	596,638,962	19,339,104	16,950,525	122,626,976	446,529	1,377,653	757,379,749
1852	765,630,544	26,506,144	48,058,640	84,922,432	703,696	3,960,992	929,782,448
1853	658,451,706	24,190,628	28,353,575	181,848,160	350,428	2,084,162	895,278,749
1854	722,151,346	19,703,600	23,503,003	119,836,009	409,110	1,730,081	887,333,149
1855	681,629,424	24,577,952	32,904,153	145,179,216	468,452	6,992,755	891,751,952
1856	780,040,016	21,830,704	34,616,848	180,496,624	462,784	6,439,328	1,023,886,304
1857	654,758,048	29,910,832	24,882,144	250,338,144	1,443,568	7,986,160	969,318,896
1858	833,237,776	18,617,872	38,248,112	132,722,576	367,808	11,148,032	1,034,342,176
1859	961,707,264	22,478,960	38,106,096	192,330,880	592,256	10,773,616	1,225,989,072
1860	1,115,890,608	17,286,864	44,036,608	204,141,168	1,050,784	8,532,720	1,390,938,752
1861*	819,049,280	14,505,344	35,494,704	291,231,360	(†)	8,114,400	1,168,395,088

* 11 months.

† Included in "Other countries."

Comparative statement showing the quantities of wool (sheep, lamb, and alpaca) imported into the United Kingdom from various countries during a period of eighteen years, ended December 31, 1860, *and also during eleven months of the year* 1861.

Years.	Spain.	Germany, viz: Mecklenburg, Hanover, Oldenburg, & Hanse Towns.	Other countries of Europe.	British Possessions in South Africa.	British Possessions in the East Indies.	British settlements in Australia.	South America.	Other countries.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1843.....	597,091	16,805,448	5,877,538	1,728,453	1,916,129	17,433,780	4,588,987	295,667	49,243,093
1844.....	918,853	21,847,684	15,313,087	2,197,143	2,765,853	17,602,247	3,760,063	1,308,831	65,713,761
1845.....	1,074,540	18,484,736	17,606,515	3,512,924	3,975,866	24,177,317	6,468,338	1,513,619	76,813,855
1846.....	1,020,476	15,888,705	11,733,601	2,958,457	4,570,581	21,789,346	4,890,273	2,404,023	65,255,462
1847.....	424,408	12,673,814	7,935,697	3,477,392	3,063,142	26,056,815	7,295,550	1,665,780	62,592,598
1848.....	106,638	14,429,161	7,024,098	3,497,250	5,997,435	30,030,567	8,851,211	924,487	70,864,847
1849.....	127,559	12,750,011	11,432,354	5,377,495	4,182,853	35,879,171	6,014,525	1,004,679	76,768,647
1850.....	440,751	9,166,731	8,703,252	5,709,529	3,473,252	39,018,221	5,296,648	2,518,394	74,326,778
1851.....	383,150	8,219,236	14,263,156	5,816,591	4,549,520	41,810,117	4,850,048	3,420,157	83,311,975
1852.....	233,413	12,765,253	13,382,140	6,388,796	7,880,784	43,197,301	6,252,689	3,661,082	93,761,458
1853.....	154,146	11,584,800	26,861,166	7,221,448	12,400,869	47,076,010	9,740,032	4,357,978	119,396,449
1854.....	424,300	11,448,518	14,481,483	8,223,598	14,965,191	47,489,650	6,134,334	2,954,921	106,121,995
1855.....	68,750	6,128,626	8,119,408	11,075,965	14,283,535	49,142,306	7,106,708	3,375,148	99,300,446
1856.....	55,090	8,687,781	14,480,869	14;305,188	15,386,578	52,052,139	8,076,317	3,167,430	116,211,392
1857.....	397,238	6,088,002	23,802,520	14,287,828	19,370,741	49,209,655	9,306,886	7,287,028	129,749,898
1858.....	110,510	10,595,186	17,926,859	16,597,504	17,333,507	51,104,560	10,046,381	3,024,216	126,738,723
1859.....	153,874	12,036,125	27,145,518	14,269,343	14,363,403	53,700,542	9,759,779	1,856,050	133,284,634
1860.....	1,000,227	9,292,942	28,570,342	16,574,345	20,214,173	59,166,616	8,950,629	4,627,303	148,396,577
1861*.....	(†)	(†)	19,430,555	13,759,856	16,162,854	66,172,887	(‡)	11,695,211	127,221,363

* Eleven months. † Included in "Other countries of Europe." ‡ Included in "Other countries."

Comparative view of imports and exports of raw cotton for eleven months of the years 1860 *and* 1861.

IMPORTED INTO.

Countries whence exported.	1860. (Eleven months.)	1861. (Eleven months.)
From United States.....pounds..	998,935,728	819,049,280
Brazil.....pounds..	15,583,008	14,505,344
Egypt.....pounds..	37,025,856	35,494,704
British East Indies.....pounds..	184,597,952	291,231,360
Other countries.....pounds..	8,174,544	8,114,400
Total pounds.....	1,244,317,088	1,168,395,088

EXPORTED FROM.

Countries to which exported.	1860. (Eleven months.)	1861. (Eleven months.)
To Russia, northern ports.....pounds..	53,893,616	56,924,224
Prussia.....pounds..	14,924,672	28,238,672
Hanover.....pounds..	11,079,600	11,060,000
Hanse Towns.....pounds..	46,999,232	49,113,344
Holland.....pounds..	47,885,936	58,074,240
Other countries.....pounds..	65,159,008	79,817,808
Total pounds.....	239,942,064	283,228,288
Retained for consumption.....	1,004,375,024	885,166,800
Total imported, (as above).....	1,244,317,088	1,168,395,088

REGULATIONS AS TO PASSENGERS' BAGGAGE.

Passengers arriving direct from Paris by the tidal express trains, *via* Folkstone, or from Brussels and Cologne, *via* Dover, from Calais, by the morning boat, may have their baggage examined at the London Bridge terminus of the Southeastern railway.—(B. M., July 30, 1856, and July 11, 1857.)

Passengers arriving by steam vessels may have all packages comprising luggage (except such as may contain articles chargeable with duty) examined on board during the passage up the river Thames; those excepted will be passed through the baggage warehouse at the wharves, as heretofore. All passengers, therefore, should, as soon as the vessel arrives at Gravesend, produce their baggage to the officers of customs for examination, so that no delay may take place on their arrival in London.

Baggage by continental steam vessels, if the packages contain no article liable to duty, may be examined during the passage between Gravesend and London, provided the proprietor be present and see the packages reclosed.

Attendance is given at the different baggage warehouses in London as follows:

Fresh wharf and St. Katherine's wharf.—From the 1st of March till the 31st of October, from 8 o'clock a. m. until 7 o'clock p. m.; and from the 1st of November till the 28th of February, from 9 o'clock a. m. until 5 o'clock p. m.

At the outports where post office packets are stationed or passage vessels employed, from 8 o'clock a. m. nntil 8 o'clock p. m. throughout the year, in case the arrival of any vessel with passengers shall render such attendance necessary.

On the arrival of ambassadors, foreign ministers, officers charged with public despatches, Queen's messengers, and other persons in the employ of government, the proper officers are to give immediate attendance at all times, and, when necessary, upon the departure of any vessel with passengers.

After all the baggage shall have been landed, those passengers having only single packages will be entitled to have them first examined. The remaining passengers will be called into the examination room in rotation, according to the list furnished by the captain; therefore, passengers should see that their names are properly inserted therein.

Dutiable articles (not being merchandise) will be delivered to passengers immediately after examination, on the amount of duties due thereon being deposited with such accredited person as may be authorized to receive the same, and also a small sum for passing the entry. Passengers may, however, pass their own entries or employ their own agent; but this course will be attended with delay.

All merchandise brought with baggage is liable to seizure. Such goods must be regularly reported and entered, and the regulations of the law, in all respects, strictly complied with.

If any passenger shall, upon being questioned by the proper officer of customs, deny that he or she has any goods liable to duty in his or her possession, and such goods be subsequently discovered, they will be liable to seizure, and the passenger to a penalty of treble the value thereof.

Books, plate, or other articles upon which drawback might have been received, will be delivered, on the declaration of the passenger that no drawback was received thereon. When articles (not being merchandise) are liable to duty, and the proprietors do not wish to clear the same, they may either be abandoned or left in the Queen's warehouse for six months, in order to give the proprietors an opportunity of taking them back without payment of duty.

Letters found in the baggage of passengers to be sent to the post office; letters of credit and personal introduction to be returned to the passenger.

Old British plate brought to this country by persons who had taken it with them abroad may be delivered duty free, on the usual declaration being made and the landing officers being satisfied of the facts.—(G. O. No. 110, 1844.)

The duty is not to be charged on any quantity less than a pint of ordinary drinkable spirits, of whatever strength, or half a pint of eau de cologne, or other cordial water, or any medicated or perfumed spirits or liquors, imported for private use.—(G. O., October 25, 1820.)

Cigars or manufactured tobacco, under the weight of half a pound, in the baggage of passengers not frequent visitors, may be delivered duty free. On half a pound and upwards, the duty upon the whole weight is to be charged.—(G. O. No. 51, 1850.)

Passengers from the continent, or other short voyages, may enter any quantity of cigars under three pounds weight; from the East or West Indies, or other distant voyages, any quantity not exceeding seven pounds weight.—(G. O., January 14, 1837.)

Passengers may enter for home use, as surplus stores, any quantity of unmanufactured tobacco not exceeding nine pounds in weight, without special application to the board.—(G. O. No. 34, 1846.)

Cigars, unaccompanied any portion of the voyage by the proprietors, a fine is to be levied upon the whole quantity in the usual manner. But when accompanied from India to Malta, and thence forwarded by another vessel, the circumstances of each case are to be fully reported to the board for their decision.—(G. O. No. 58, 1852.)

Books, the property of individuals, not to be charged more than once, provided the proprietor shall, on each reimportation, make declaration that the duties were paid thereon on their original importation, or that he purchased them in this country in a fair way of trade; that such are the same he exported from hence, and are now brought back for his private use, and not for sale in this country.—(T. O., October 3, 1818, and B. M., January 28, 1833.)

Any licensed agent charging parties for customs' duties, or other disbursements, more than he has actually paid, the board will take measures for withdrawing his license and for putting his bond in suit.—(B. O., December 24, 1847.)

If any officer, clerk, or other person, acting in any office or employment in her Majesty's customs, shall accept any fee, perquisite, or reward, pecuniary or otherwise, from any person (not being a person appointed to some office in the customs) on account of anything done or omitted to be done by him in any way relating to his said office, he shall, on proof thereof, be dismissed.—(16 and 17 Vict., cap. 107, s. 3.)

COUNTRIES AND DIVISIONS OF COUNTRIES.

A list of countries and divisions of countries as they are distinguished in the official returns.

Russia, viz:
- Northern ports.
- Ports within the Black sea.

Sweden.
Norway.
Denmark, viz:
- Denmark proper and Duchies of Schleswig and Holstein.
- Iceland and Faroe islands.

Prussia.
Mecklenburg Schwerin.
Hanover.
Oldenburg and Kniphausen.
Hanseatic Towns
Heligoland.
Holland.
Belgium.
The Channel islands.
France, including Corsica.
Portugal, viz:
- Portugal proper.
- Madeira.

The Azores or Western isles.
Spain, viz:
- Continental Spain and the Balearic islands.
- The Canary islands.

Gibraltar.
Italy, with the adjacent coast of the Adriatic and the islands, viz:
- Sardinian territories.
- Duchy of Lucca.
- Duchy of Tuscany.
- Papal territories.
- Naples and Sicily.
- Austrian territories.

Malta and Gozo.

Countries and divisions of countries—Continued.

The Ionian islands.
Kingdom of Greece, including both the continental territory and the islands.
Turkish dominions, exclusive of Wallachia, Moldavia, Syria, Palestine and Egypt.
Wallachia and Moldavia.
Syria and Palestine.
Egypt, ports on the Mediterranean.
Tripoli.
Tunis.
Algeria.
Morocco.
French possessions in Senegambia.
British possessions on the river Gambia.
Sierra Leone.
British possessions on the Gold coast.
Fernando Po.
Western coast of Africa, not particularly designated.
Colonial territory of the Cape of Good Hope.
Eastern coast of Africa, from the colonial territory of the Cape of Good Hope to the Straits of Bab-el-Mandeb.
African ports on the Red sea.
Cape Verde islands.
Ascension.
St. Helena.
Madagascar.
Bourbon.
Mauritius.
Arabia, exclusive of Aden.
Aden.
Persia.
Continental India, with the contiguous islands, viz:
- British territories, exclusive of Singapore and Ceylon.
- Singapore.
- Ceylon.
- French possessions.
- Dutch possessions.
- Portuguese possessions.
- The Birman Empire.
- Siam.
- Camboja, Cochin China, and Tonquin.

Islands of the Indian seas lying to the westward of the 150th degree of east longitude, and to the northward of the 10th degree of south latitude, viz:
- Sumatra.
- Java.
- Philippine islands.
- Other islands, distinguishing each.

China, exclusive of Hong Kong.
Hong Kong.
Japanese islands.
Russian dominions in eastern Siberia.
British settlements in Australia, viz:
- West Australia.
- South Australia.
- New South Wales.
- Victoria.
- Van Dieman's Land.
- New Zealand.

South Sea islands, distinguishing each group.
British North America, viz:
- Settlements of the Hudson's Bay Company.
- Newfoundland and coast of Labrador.
- Canada.
- New Brunswick.
- Prince Edward's Island.
- Nova Scotia and Cape Breton.

British West India islands, viz:
- Antigua.
- Barbadoes.
- Dominica.
- Grenada.
- Jamaica.
- Montserrat.
- Nevis.
- St. Christopher or St. Kitt's.
- St. Lucia.
- St. Vincent.
- Tobago.
- Tortola.
- Trinidad.
- Bahamas.
- Bermudas.

British Guiana, viz:
- Demerara.
- Berbice.

Honduras, British settlements.
Foreign West India islands, viz:
- Cuba, } Spanish.
- Porto Rico, }
- St. Martin, (south part,) } Dutch.
- St. Eustatius, }
- Saba, }
- Curaçoa, }
- Guadaloupe, } French.
- Marie-galante, }
- Martinique, }
- St. Martin, (north part,) }
- St. Bartholomew, Swedish.
- St. Croix, } Danish.
- St. Thomas, }
- St. John, }

Countries and divisions of countries—Continued.

French Guiana.
Dutch Guiana.
Hayti or St. Domingo.
United States of America.
Mexico.
Central America.
New Granada.
Venezuela.
Ecuador.
Brazil.
Paraguay.
Oriental Republic of the Uruguay.
Buenos Ayres or Argentine Republic.
Chili.
Bolivia.
Peru.
Patagonia, ports on the Pacific ocean.
" ports on the Atlantic ocean.
The Falkland islands.
Russian settlements on the northwest coast of America.
Greenland and Davis's Straits.
Southern Whale Fishery.

Table of the liquid measures of the following commercial places, with their contents in imperial gallons.

Places.	Measures.	Imperial gallons.
Amsterdam	1 vat of 100 kan	22. 01
Ancona	100 boccali	39. 39
Antwerp	10 boisseaux of 10 litrons	22. 01
Berlin	100 Prussian quarts	25. 20
Bremen	100 stubchen	69. 81
Cadiz	100 cantaras or arrobas	355. 81
Cape of Good Hope	The leaguer of 240 stoops	128. 12
Christiana	100 pots	21. 25
Copenhagen	....do	21. 25
Corfu	100 galoni	100. 00
Gallipoli	The salma of oil of 16 staji	34. 32
Genoa	The barile of 90 amoli	17. 50
Hamburg	100 viertels	159. 56
Leghorn	100 fiaschi	199. 31
Lisbon	100 almudes	364. 07
Malta	The barile of 38 quartucci	9. 35
Do	The caffiso of 16 quartucci, (oil)	4. 50
Marseilles	100 litres	22. 01
Messina	The tonna of 12 Sicilian barile	93. 00
Do	The cantaro of oil is 100 rottoli	----------
Naples	The barile of 60 caraffe	9. 50
Do	The salma of oil, about	36. 00
Oporto	100 almudes	592. 82
Petersburg	100 vedros	270. 50
Rio de Janeiro	100 medidas	59. 50
Stockholm	100 kanna	57. 60
Tricste	The orna of oil of 100 pounds, about	14. 29
Venice	100 boccali	27. 27
Vienna	100 mass	30. 82

Table of commercial measures of length for the following places, with their equivalent lengths in imperial yards.

Places.	Measures.	Imperial yards.
Alexandria	100 pikes, about	75.00
Amsterdam	100 ells	109.36
Ancona	100 canne of 8 palmi	217.60
Antwerp	100 metres	109.36
Athens	100 pichi, about	75.00
Berlin	100 ells	72.94
Bremen	do	63.34
Cadiz	100 varas, (Castilian)	92.73
Calcutta	100 guy, about	100.00
Canton	100 corids	40.62
Cape of Good Hope	100 Rhynland ells	77.25
Christiana	100 ells	68.64
Constantinople	100 pikes, about	75.00
Copenhagen	100 ells	68.64
Corfu	100 yards, (English)	100.00
Genoa	100 canne	271.22
Hamburg	100 ells	62.66
Leghorn	100 bracchia	65.83
Lisbon	100 cavodos	68.83
Malta	100 canne of 8 palmi	288.89
Messina	do	212.47
Naples	do	289.32
Marseilles	100 metres, (all France)	109.36
Petersburg	100 arshines	77.75
Rio de Janeiro	100 varas, about	120.00
Stockholm	100 ells	64.94
Trieste	100 ells, woollen measure	76.13
Do	100 ells, silk measure	72.33
Venice	100 bracchia, woollen measure	74.47
Do	100 bracchia, silk measure	69.81
Vienna	100 ells	85.66

A table of corn measures for the following principal commercial ports, with their equivalent contents in imperial quarters.

Places.	Measures.	Imperial quarters.
Alexandria	100 ardebs (all Egypt)	63.00
Amsterdam	The last of 30 mudden	10.32
Ancona	100 rubbie	98.31
Antwerp	The last of 30 hectolitres	10.32
Athens	100 kila	11.44
Barcelona	100 cuarteras	24.87
Bilboa	100 fanegas	20.60
Bremen	The last of 40 scheffels	9.80
Cadiz	100 fanegas	19.43
Cape of Good Hope	100 muids of 4 schepels	37.12
Christiana	100 toende (see also Copenhagen)	47.83

A table of corn measures for the following principal commercial ports, &c.—Continued.

Places.	Measures.	Imperial quarters.
Civita Vecchia	100 rubbie (Roman)	94. 21
Constantinople	100 killows	12. 30
Copenhagen	The last of 12 toende	5. 74
Corfu	100 chilos (imp. bushels)	12. 50
Dantzig	The last of 72 scheffels (wheat)	13. 61
Do	The last of 48 scheffels (oats or barley)	9. 07
Elbing	100 scheffels (see also Dantzig)	18. 90
Emden	The last of 16 maltern	10. 87
Genoa	100 mine of 4 stari	39. 31
Hamburg	The last of 30 scheffels (wheat)	10. 87
Do	The last of 20 scheffels (oats or barley)	7. 25
Leghorn	100 sacchi	25. 14
Lisbon	100 alquieres	4. 64
Lubec	Last of 96 scheffels (wheat)	11. 00
Do	Last of 96 scheffels (oats)	13. 62
Malta	100 salme	98. 61
Marseilles	100 hectolitres (all France)	34. 39
Messina	100 salme of 16 tomoli	95. 19
Naples	100 tomoli	19. 00
Oporto	100 alquieres	5. 72
Odessa and Petersburg	100 chetwerts	72. 12
Riga	The last of 48 loofs (wheat)	11. 25
Do	The last of 45 loofs (rye)	10. 50
Do	The last of 60 loofs (oats)	14. 00
Rio de Janeiro	100 alquieres	14. 00
Rostock	The last of 96 scheffels	12. 84
Smyrna	100 killows	19. 70
Stockholm	100 tunna (wheat)	56. 68
Do	100 tunna (meal)	59. 83
Do	100 tunna (common measure)	50. 38
Trieste	100 stari	28. 41
Venice	100 staji	28. 65
Do	100 mine	34. 39
Vienna	100 metzen	21. 15

MONEY, WEIGHTS, AND MEASURES OF THE RESPECTIVE COUNTRIES, WITH THE ENGLISH EQUIVALENTS.

Russia.

Money.

The silver rouble. Average rate of exchange, 3*s.* 2*d.*

Weights and Measures.

The berkovitz	=	260	lbs. avoirdupois.
The pood	=	36	lbs. avoirdupois.
The chetwert	=	5.77	imperial bushels.
The oxhoft	=	$58\frac{1}{2}$	wine gallons.
The anker	=	$9\frac{3}{4}$	wine gallons.
The wedro	=	$2\frac{3}{4}$	imperial gallons.
The arsheen	=	28	inches.
The dessiatine	=	2.702	English acres.

SWEDEN.

Money.

The rix dollar banco, (12,) £1. Average rate of exchange, 1*s.* 8*d.*
The rix dollar mynt, (18,) £1. Average rate of exchange, 1*s.* 1⅓*d.*

Weights and Measures.

The ort	=	16	troy grains.
The oz	=	405	troy grains.
The centner	=	112.06	lbs. avoirdupois.
The skalpund, or pund, (commercial weight)	=	0.936	lbs. avoirdupois.
The skalpund, or pund, (metal weight)	=	0.747	lbs. avoirdupois.
The lispund, or 20 skalpunds, (commercial weight)	=	18.7	lbs. avoirdupois, (about 6 to the cwt.)
The lispund, or 20 skalpunds, (metal weight)	=	14.9	lbs. avoirdupois, (about 7½ to the cwt.)
The skippund, of 20 lispunds, (commercial weight)	=	374	lbs. avoirdupois, (about 6 to the ton.)
The skippund, of 20 lispunds, (metal weight)	=	398	lbs. avoirdupois, (about 4⅞ to the ton.)
The skippund, of 20 lispunds, (miners' weight)	=	332	lbs. avoirdupois, (about 6¾ to the ton.)
The skippund, of 26 lispunds, (raw iron)	=	558	lbs. avoirdupois, (about 4 to the ton.)
The ship last	=	2	tons.
The tunna of corn	=	4½	imperial bushels.
The tunna of other agricultural produce	=	4	imperial bushels.
The tunna of salt	=	4¼	imperial bushels.
The tunna of coal	=	4	imperial bushels.
The kanna	=	4.6	imperial pints, (about 1¾ to the imperial gallon.)
The ell	=	23.4	English inches, (about ⅔ of a yard.)
The cubic foot	=	11.7	English cubic inches.

NORWAY.

Money.

The specie rix dollar. Average rate of exchange, 4*s.* 6*d.*

Weights and Measures.

The pund	=	1.1	lb. avoirdupois.
The lispund	=	17.6	lbs. avoirdupois.
The skippund	=	352.32	lbs. avoirdupois, (3⅐ cwts.)
The commercial last	=	5,720	lbs. avoirdupois, (2.55 tons.)
The tœnder of grain, salt, &c.	=	3.8	imperial bushels.
The tœnder of coal	=	4.7	imperial bushels.
The pot	=	1.7	imperial pint.
The vog	=	39.64	lbs. avoirdupois.

DENMARK.

Money.

The rix dollar. Average rate of exchange, 2*s.* 3*d.*

Weights and Measures.

The lod	=	227	grains troy, (about 9½ dwts.)
The pund	=	1.101	lb. avoirdupois, (about 100 lbs to the cwt.)
The ship last	=	2	tons.
The tœnde, or barrel of gain, salt, &c,	=	3.8	imperial bushels.
The tœnde, or barrel of coal	=	4.7	imperial bushels.
The foot	=	1.03	English foot.
The viertel	=	1.7	imperial gallon.

Prussia.

Money.

The thaler: 30 silver groschen. Average rate of exchange, 3*s*.

Weights and Measures.

The centner	=	113½	lbs. avoirdupois.
The mark	=	3, 608	grains troy, (about 7½ ozs.)
The ship last	=	2	tons, (about.)
The last of grain	=	11	imperial quarters, (about.)
The last of salt	=	3, 343	lbs. avoirdupois, (about 1½ ton.)
The scheffel	=	1½	imperial bushel, or 5⅓ to the imperial quarter.
The German mile	=	4⅗	English miles.
The schock	=	60	pieces.
The tonne: weight	=	2, 270	lbs. avoirdupois.
The tonne: measure of coals	=	6	bushels.
The loth	=	225	grains troy, (about 9⅓ dwts.)
The morgen	=	.65	acre.
The eimer	=	15	gallons.

German Union.

Money.

The thaler: 30 silver groschen. Average rate of exchange, 3*s*.

Weights and Measures.

The centner	=	110½	lbs. avoirdupois.
The ship last of timber	=	80	cubic feet, (about.)
The scheffel	=	1½	imperial bushel, (about 5½ to the imperial quarter.)
The klafter	=	6	feet.

Oldenburg.

Money.

The thaler: 30 silver groschen. Average rate of exchange, 3*s*.

Measure.

The ship last	=	2	tons, (about.)

Hanover.

Money.

The thaler: 30 silver groschen. Average rate of exchange, 3*s*.

Weights and Measures.

The centner	=	121	lbs. avoirdupois.
The morgen	=	.65	acre.
The ship last	=	3	tons, (about.)

Brunswick.

Money.

The thaler: 30 silver groschen. Average rate of exchange, 3*s*.

BAVARIA.

Money.

The florin. Average rate of exchange, 1*s.* 8*d.*

Weight.

The centner	=	123½	lbs. avoirdupois.

SAXONY.

Money.

The thaler: 30 silver groschen. Average rate of exchange, 3*s.*

Weights and Measures.

The scheffel	=	2,913	bushels.
The eimer	=	15	gallons.
The acker	=	1.37	English acre.

WURTEMBURG.

Money.

The florin. Average rate of exchange, 1*s.* 8*d.*

Weights and Measures.

The eimer	=	65	gallons.
The morgen	=	¾	acre.

HANSE TOWNS—*Hamburg.*

Money.

The mark current, 1*s.* 2¾*d.*
The mark banco, 1*s.* 6*d.*

Weights and Measures.

The centner	=	120	lbs. avoirdupois.
The last of coal	=	2	tons.
The last of grain	=	11	imperial quarters.
The stechkanne	=	4¼	imperial gallons.
The oxhoft	=	48	imperial gallons.
The viertel	=	1½	imperial gallons.

HANSE TOWNS—*Bremen.*

Money.

The rix dollar, 3*s.* 4*d.*

Weights and Measures.

The pfund	=	1.10	lbs. avoirdupois.
The last of grain	=	10⅕	imperial quarters.
The last of coal	=	2	tons.
The tonne of train oil	=	25	imperial gallons.
The tonne of herrings	=		barrel, containing from 800 to 900 herrings.
The tonne of linseed	=	3⅘	bushels.

Hanse Towns—*Lubeck.*

Money.

The mark current, 1*s.* 3*d.*

Weights and Measures.

The pfund	=	1.07	lbs. avoirdupois.
The tonne of linseed	=	$3\frac{4}{5}$	bushels.
The tonne of coals	=	305	lbs. avoirdupois.
The viertel	=	$1\frac{1}{2}$	gallons.

Holland.

Money.

The gulden, 1*s.* 8*d.*

Weights and Measures.

The poud	=	2.2	lbs. avoirdupois.
The mud of potatoes	=	$2\frac{3}{4}$	imperial bushels.
The mud of coal	=	$2\frac{3}{4}$	imperial bushels, (about 10.8 muden to the ton.)
The last of grain	=	$10\frac{1}{2}$	imperial quarters.
The kanne	=	$1\frac{3}{4}$	imperial pints, (about $4\frac{1}{2}$ to the gallon.)
The cubic ell	=	35.3	cubic feet.

Holland—*Java and Madura.*

Money.

The gulden, 1*s.* 8*d.*

Weights and Measures.

The picul	=	135	lbs. avoirdupois, (about $1\frac{1}{5}$ cwt.)
The legger	=	$133\frac{1}{4}$	imperial gallons.
The pound	=	2.2	lbs. avoirdupois.
The koyang	=	60	imperial bushels.
The thail, or tail	=	593	grains.
The balie	=	$81\frac{3}{8}$	lbs. avoirdupois.

Holland—*Surinam.*

Money.

The gulden, 1*s.* 8*d.*

Weight.

The Amsterdam poud	=	109	lbs. avoirdupois.

LEEDS.—ALBERT DAVY, *Consul.*

Statement showing the description and value of exports from Leeds to the United States during the quarter ending December 31, 1860.

Ports.	Merchandise.	Value.		
		£	*s.*	*d.*
New York	Woollens, woollen and cotton, lace, skins, hosiery, drills, damasks, hardware, blankets, linens, silks, anvils, worsteds, &c., &c.	67,654	14	11
Philadelphia	Files, steel, woollens, Paris white	4,545	13	7
Boston	Steel, files, barytes, lace, waste, skins, emery	14,916	7	3
New Orleans	Woollens, steel, files	818	7	0
	Total value	87,935	2	9
	In dollars, at $4 84 to the £	$425,596	07	

Statement showing the description and value of exports from Leeds to the United States during the quarter ending March 31, 1861.

Ports.	Merchandise.	Value.		
		£	*s.*	*d.*
New York	Steel, woollen, and cotton and silk, files and cutlery, lace, waste, drills, woollen and worsted, damasks and table covers, skins, blankets, indigo, (extract,) hosiery, hardware, rags, mohair, and patent thread	37,070	6	3
Boston	Files, steel, buntings, gloves, lace, hardware, waste, and woad, (pastel)	12,706	7	7
New Orleans	Steel	162	2	6
Philadelphia	Mohair, velvet cloth, rags, steel, hardware, and files	7,457	13	11
Charleston	Coals	43	14	6
San Francisco	Blankets and stuffs	1,088	16	3
	$283,280 60, equal, at $4 84 per £, to	58,529	1	0

Statement showing the description and value of exports from Leeds to the United States during the quarter ending June 30, 1861.

Ports.	Merchandise.	Value.		
		£	*s.*	*d.*
New York	Waste, steel, woollens, cotton and worsteds, Paris white, hardware, files, blankets, skins, rugs	24,590	11	2
Boston	Woad, (pastel,) steel, Paris white, hardware, files, waste, woollens	9,255	10	3
Philadelphia	Steel, blankets	1,178	3	6
New Orleans	Steel	438	17	2
San Francisco	Ale	235	00	0
	$172,778 82, equal, at $4 84 per £, to	35,628	2	1

Statement showing the description and value of exports from Leeds to the United States during the quarter ending September 30, 1861.

Ports.	Merchandise.	Value. £	s.	d.
New York	Steel, woollens, gloves, unions, rugs, blankets, hosiery, worsteds, and hardware	21,967	1	1
Boston	Steel and files, hosiery, woad (pastel,) waste, hardware	8,758	2	2
Philadelphia	Steel	859	18	7
	$152,871 84, equal, at $4 84 to the £	31,585	1	10

DECEMBER 4, 1861.

I have the honor to acknowledge the receipt of a despatch from your department of the 12th November, and beg now to enclose you No. 1, a copy of the Queen's proclamation, prohibiting the exportation of saltpetre, gunpowder, nitrate of soda, and brimstone.

PROHIBITION OF THE EXPORT OF SALTPETRE, ETC.

[From a London Gazette Extraordinary, of Saturday, November 30.]

By the Queen.—A Proclamation.

VICTORIA, R.

Whereas in and by a certain statute, made and passed in the Parliament held in the sixteenth and seventeenth years of our reign, and intituled "The customs consolidation act, 1853," it is, among other things, declared and enacted as follows, that is to say:

"The following goods may, by proclamation or order in council, be prohibited either to be exported or carried coastwise: arms, ammunition and gunpowder, military and naval stores, and any articles which her Majesty shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions, or any sort of victual which may be used as food by man, and if any goods so prohibited shall be exported from the United Kingdom or carried coastwise, or be water-borne to be so exported or carried, they shall be forfeited."

And whereas we have thought fit, by and with the advice of our privy council, to prohibit either to be exported or carried coastwise the articles hereinafter mentioned, (being articles which we judge capable of being converted into or made useful in increasing the quantity of military or naval stores,) we therefore, by and with the advice of our privy council, and by this our royal proclamation, do order and direct that, from and after the date hereof, all gunpowder, saltpetre, nitrate of soda, and brimstone, shall be, and the same are, hereby prohibited either to be exported from the United Kingdom or carried coastwise.

Given at our court at Windsor, this thirtieth day of November, in the year of our Lord one thousand eight hundred and sixty-one, and in the twenty-fifth year of our reign. God save the Queen.

At the court at Windsor, the 30th day of November, 1861, present the Queen's most excellent Majesty in council.

Whereas it has appeared expedient and necessary to her Majesty, by and with the advice of her privy council, to prohibit the articles hereinafter mentioned to be exported or carried coastwise from the islands of Jersey, Guernsey, Alderney, and Sark, and the Isle of Man, respectively, except as hereinafter provided. Her Majesty is therefore pleased, by and with

the advice of her privy council, to order, and it is hereby ordered, that from and after the publication of this order in the said islands, respectively, the following articles, namely: gunpowder, saltpetre, nitrate of soda, and brimstone, shall be, and the same are hereby, prohibited to be exported or carried coastwise from the said islands of Jersey, Guernsey, Alderney, and Sark, and the Isle of Man, respectively, except with the license of the lieutenant-governor or other officer administering the government of such islands, respectively, for that purpose first had and obtained.

And the lieutenant-governors of her Majesty's islands of Jersey, Guernsey, Alderney, and Sark, and the Isle of Man, respectively, for the time being, are to give the necessary directions herein as to them may appertain.

ARTHUR HELPS.

SCOTLAND.

LEITH.—JAMES MCDOWELL, *Consul.*

JANUARY 4, 1861.

I had the honor of addressing you on the 31st December, 1860, and now beg to submit the accompanying quarterly returns for the last quarter, ending 31st December, 1860, from which it will be seen that linen goods, ale, and books, to the value of £22,260 15*s.* 2*d.*, have been forwarded to the United States from this district, showing a decrease of £1,110 14*s.* 6*d.* from that of the corresponding quarter in 1859.

The whole amount of goods forwarded for the entire year now closed is £115,160 19*s.* 9*d.*, being £12,833 17*s.* 3*d.* less than the whole shipments for 1859.

During the last year this port has been visited by three American ships, three barks, and two schooners, with an aggregate tonnage of 4,039 tons, being the greatest number of vessels ever before here in any one year belonging to the United States.

Value and description of cargoes formerly—fully reported—as per quarterly returns.

IRELAND.

DUBLIN.—SAMUEL W. TALBOT, *Consul.*

OCTOBER 22, 1861.

I have the honor to transmit herewith a report of the commerce and trade of this port for the year ending September 30, 1861.

From the tabular statements which accompany this, and compiled from official documents and the published reports of the Board of Trade, it will be seen that the commercial relations of this port with foreign countries are on the increase; that the number of American vessels arrived here this year and the importations direct from the United States have been greatly in excess of previous years, which may be mainly attributed to the deficient harvest in this kingdom in the year 1860.

Statement showing the number of American vessels, their cargoes and value, which arrived at the port of Dublin during the year ending September 30, 1861.

No.	Class.	Tonnage.	Where from.	Cargo.	Value.
1	Ship			371,350 bushels wheat	$568,400
14	Barks	7,384	New York	35,000 bushels corn	
2	Brigs			5,686 bbls. flour	
1	Bark	569	Portland	Deals	31,500
1	do	1,256	Eastport	do	
4	Brigs				
1	Ship	920	Pugwash	do	
1	do	1,050	Quebec	do	
25		11,179			599,900

Of the above sixteen cleared out for ports in the channel, two for Matanzas, and seven for New York, all in ballast.

Statement showing the chief articles of import direct from the United States into the port of Dublin for the year ending September 30, 1861.

Vessels.	Description of goods.	Value.
17 American	371,350 bushels wheat, 35,000 bushels corn, 5,686 bbls. flour	$568,400
63 foreign	654,000 bushels wheat, 435,000 bushels corn	1,176,500
8 American	Deals, &c	31,500
88		1,776,400

IMPORTS COASTWISE.

2,277,820 pounds tobacco	$195,225
2,518 bales cotton, 1,115,388 pounds	175,860
	371,085

In addition to the above, a large and valuable amount of the productions of the United States is daily brought across from Liverpool and other ports in the channel steamers, but it is difficult to ascertain either the quantity or value.

Statement showing the exports from Dublin to the United States, compiled from official invoices.

Packages.	Description of goods.	Value.
245 casks	Salted skins	£9,305 3 8
1,215 casks	Bleaching powders	1,327 9 6
11 cases	Poplins	1,550 18 7
3 cases	Tweeds	259 16 2
87 cases	Linens	3,125 10 10
11 casks	Woad	88 0 0
112 tons	Old iron	334 5 9
1,000 pigs	Lead	1,086 0 0
300 cases	Gin	82 10 0
21 hhds	Porter and whiskey	96 0 0
		17,255 14 6

The above comprises the shipments in the early part of the year. During the last six months very few invoices have been verified at this consulate.

Statement showing the number and tonnage of vessels of all flags entered from and cleared for foreign port at Dublin, Cork, and Belfast, during the year 1860.

INWARDS.			OUTWARDS.		
Ports.	Vessels.	Tonnage.	Ports.	Vessels.	Tonnage.
Dublin	552	127,857	Dublin	214	73,382
Cork	400	107,674	Cork	108	26,434
Belfast	437	89,325	Belfast	88	27,801

Declared value of Irish produce and manufactures exported direct to foreign countries in the year 1860.

From Dublin, valued at	£22,192
From Cork, valued at	136,698
From Belfast, valued at	10,283

The above does not by any means exhibit the real value or amount of Irish produce and manufactures exported to foreign countries. As they are sent coastwise principally to Liverpool and Glasgow for shipment abroad, they are, as a matter of course, included in the foreign exports of these two ports. The Board of Trade makes no separate classification.

Statement showing the number and tonnage of sailing and steam vessels that entered and cleared out coastwise in the year 1859.

INWARDS.

Dublin	5,464	sailing vessels	489,263 tons.
	1,778	steam vessels	515,922 tons.
	7,242		1,005,185 tons.
Cork	1,727	sailing vessels	150,799 tons.
	511	steam vessels	205,888 tons.
	2,238		356,687 tons.
Belfast	4,207	sailing vessels	296,182 tons.
	1,577	steam vessels	443,500 tons.
	5,784		739,682

OUTWARDS.

Dublin	2,548	sailing vessels	140,247 tons.
	2,012	steam vessels	578,946 tons.
	4,560		719,193 tons.

Cork	1,152	sailing vessels	74,821 tons.
	511	steam vessels	207,261 tons.
	1,663		282,082
Belfast	831	sailing vessels	53,928 tons.
	1,563	steam vessels	444,286 tons.
	2,394		498,214 tons.

Statement showing the number and tonnage of sailing and steam vessels registered at the ports of Dublin, Cork, and Belfast in the year 1859.

Dublin	479	sailing vessels	35,726 tons.
	46	steam vessels	9,218 tons.
	525		44,944
Cork	388	sailing vessels	41,644 tons.
	30	steam vessels	6,030 tons.
	418		47,674 tons.
Belfast	482	sailing vessels	72,171 tons.
	14	steam vessels	2,059 tons.
	496		74,230

The tonnage of Irish shipping has increased since 1833 from 333,700 tons to 786,000, and the revenue has risen from £4,000,000 to £7,000,000. The chief steam tonnage is at Waterford and Dublin, the former having, in 1860, 14,646 tons; the latter 11,819 tons; Belfast only owned 1,500 tons.

KINGSTOWN HARBOR.

1,694 vessels, with an aggregate tonnage of 196,851 tons, entered this harbor the past year, mail and passenger steamers excepted.

MANUFACTURES.

Linen and calico printing at one time constituted an important branch of Irish industry. The goods printed were for the most part exported to the United States and South America, but there was a large home trade at the same time. In 1812 the trade was in a more prosperous condition; the houses engaged in it in Dublin and its vicinity numbered more than twenty, having a large capital invested in it, and giving employment to many people. Since that period it has been gradually declining, and there is now not one single house engaged in the trade. There are a few factories employed in the fabric of cotton, flax, and silk, and some extensive and important breweries and distilleries, by which princely fortunes have been realized; but as a general rule few manufacturers appear to succeed in this part of Ireland, which require any considerable amount of skilled manual labor.

PAUPERISM.

Twenty years ago the number of paupers in Ireland was one-third of the population, while in 1860 it was only one thirty-second part. The total expenditure of the poor law relief, in 1855, amounted to £835,894; it 1860 it was £507,380. The number of paupers in 1855, 79,211; in 1860, 41,271; showing a reduction in the period of 37,940 paupers, and of £326,514 rates collected.

The Atlantic Royal Steam Navigation Company, which was established in 1859 for the maintenance of the quickest postal communication between Great Britain and America from the port of Galway, has been compelled to suspend its operations in consequence of the withdrawal by the government of the subsidy of £73,000 per annum. Great exertions are now making to re-establish this company. Gentlemen of great wealth and influence have been chosen directors. Steamers of the first class are in the process of construction; and, from the prospects of the company, morally and financially, great hopes are entertained that the government will renew the subsidy. It is, therefore, reasonably expected that this truly national enterprise will ultimately realize the great object of its formation, namely: the transmission of the latest intelligence until superseded by the electric submarine cable.

CENSUS.

The total population of Ireland, enumerated on the 8th of April, 1861, amounted to 5,764,543. In the year 1841 it was 8,175,124, showing a decrease in twenty years of 2,410,581; and yet Ireland was never more prosperous. The population whose numbers have been thinned has increased in every sort of well being. The schools are full; the workhouses are, comparatively speaking, empty. Commerce and manufactures are extending, the cultivation of the soil is improving, and everything tells of moral and intellectual advancement.

CORK.—P. J. DEVINE, *Consul.*

NOVEMBER, 1861.

In conformity with the requirements of articles numbered 152 and 154 in "Consular Instructions," I have the honor to transmit herewith such statistical information as I could procure in relation thereto, viz:

No changes in the commercial system of government.

Light-houses.—Ten per cent. reduction made in light-house duty on all ships since 1st October last.

Revenue laws.—No change.

Tonnage duty.—Port dues and modifications thereof unchanged.

Average market price of goods usually imported into and exported from this port.

IMPORTS.

Indian corn	8 pounds per ton.
Wheat	35 shillings per quarter.
Flour	28 shillings per barrel.
Tallow	52 shillings per cwt.
Bark	8 pounds per ton.
Valonia	18 pounds per ton.

Goods prohibited to be imported.

Foreign manufactures bearing British marks or brands; copies of copyright books; light or counterfeit coin; extracts or essences of coffee, chicory, hops, tea, or tobacco; tobacco stalk or snuff work; obscene books or prints.

EXPORTS.

Butter	3 pounds 5 shillings per firkin.
Porter	3 pounds per hogshead.
Oats	30 shillings per quarter.
Soap	22 shillings per cwt.
Whiskey	2 shillings 6 pence per gallon.

No change in any of the headings required therein, except in the census of population, 1861, a copy of which accompanies this return, and also an abstract of receipts and expenditures of the Cork harbor commissioners from August 1, 1860, to August 1, 1861.

NOVEMBER18, 1861.

I have the honor to acknowledge the receipt of your despatch of the 25th ultimo, received on the 16th instant, requesting a full report of the commercial returns for the port of Cork for the quarters ending June 30 and September 30, the returns for these two quarters being unaccompanied by the recapitulation required by the consular regulations.

Herewith I beg leave to transmit all the information obtainable in connexion therewith, viz: a recapitulation of the arrivals and departures, &c., &c., of all American vessels embraced within these two quarters; and also a return from the collector of this port of the commercial returns of other countries, including those of the United States for same period.

CANADA.

MONTREAL.—JOSHUA R. GIDDINGS, *Consul General.*

JUNE 24, 1861.

By a recent order from that department of her Majesty's government having charge of the crown lands of these provinces, the exporters of lumber are required to furnish sworn statements showing the township, lot, and concession from which each parcel of boards, shingles, staves, or square timber has been taken. Citizens of the United States who have purchased quantities of lumber at mills, or at ports, are unable to obtain clearances for the United States without such statements, and the lumber thus purchased lies on their hands unproductive. Of this they complain.

I know of no mode of obtaining a modification of this order, except by application to the governor general, with whom I have no authority to correspond, and therefore submit the subject to the consideration of the department.

COLONIAL CUSTOMS DUTIES—CANADA.

	Per cent.
Gin	100
Cordials	100
Rum	100
Spirits and strong waters, including spirits of wine and alcohol, not being whiskey or brandy	100
Cigars	40
Sugar, refined, and confectionery, or other sugar equal to refined in quality	35
Sugar, not being refined, white bastard, or other sugar equal to refined, and molasses	25
Coffee, green, and tea	15
Ale, beer, and porter	30
Brandy	30
Blacking	30

	Per cent.
Coffee, roasted or ground	30
Cinnamon, mace, nutmegs, ginger, pimento and pepper, ground	30
Spices, ground	30
Starch and soap	30
Tobacco, manufactured, and snuff	30
Nuts, not otherwise specified	30
Patent medicines and medicinal preparations	30
Boots and shoes	25
Harness and saddlery	25
Clothing and wearing apparel	25
Book, map, and news printing paper	15
Anchors, 6 cwt. and under	10
Books, printed, periodicals, and pamphlets, editions of which are printed in Canada	10
Brass in bars, rods, or sheets	10
Brass or copper wire, and wire-cloth	10
Cameos and mosaics, real or imitation, when set in gold, silver, and other metal	10
Copper in bars, rods, bolts, or sheets	10
Copper, brass, or iron tubes and piping	10
Cotton, candle-wick, yarn, and warp	10
Drain tiles	10
Engravings and prints	10
Jewelry and watches	10
Iron, Canada plates and tinned plates	10
Galvanized and sheet	10
Wire, nail, and spike rod	10
Bar, rod, or hoop	10
Hoop or tire for locomotive wheel, bent and welded	10
Boiler plate and rolled plate	10
Railroad bars, wrought iron chairs and spikes	10
Lead in sheet	10
Litharge	10
Locomotive and engine frames, cranks, &c	10
Maps, charts, and atlases	10
Medicinal roots	10
Phosphorus	10
Plaster of Paris and hydraulic cement	10
Red lead, white lead, dry	10
Sails, ready made	10
Silk twist for hats, boots and shoes	10
Steamboat and mill shafts and cranks	10
Steel, wrought or cast	10
Straw, Tuscan and grass fancy plaits	10
Spirits of turpentine	10
Tin, granulated or bar	10
Zinc or spelter, in sheet	10
Foreign reprints of British copyright works	12½
All articles not herein enumerated as charged with duty or declared free of duty	20

Whiskey of any strength not exceeding the strength of proof by Sykes's hydrometer, 18 cents per gallon.

TABLE OF FREE GOODS.

Acids of every description, except vinegar; agricultural societies' seeds, utensils, and implements; alum; anatomical preparations; anchors over six hundredweight; animals of all kinds; antimony; collections of antiquities; wearing apparel and other personal effects, and implements of husbandry; argol; pot, pearl, and soda ash; bark; Bibles and devotional books; bleaching powder; bolting cloths; printed books, not reprints of British copy-right works, nor editions of such as are printed in Canada; books, maps, and charts, being personal effects; borax; brandy imported for officers' mess; brimstone; bristles; bullion; burrstones, wrought or unwrought; butter; cabinets of coins; coin and bullion; cables of iron chain; hemp and grass; carriages of travellers; caoutchouc and gutta-percha, unmanufactured; cement, unground; cheese; coal; cochineal; coke; commissariat stores; copperas; corkwood, or the bark of the corkwood tree; cotton and flax waste; cotton wool; cream of tartar in crystals; diamonds and precious stones; drugs used solely in dyeing; dye stuffs; earths, clays, ochres, dry; eggs; emery; felt hat bodies and hat felt; fire-brick; fire-wood; fish; fish oil; products of fish, unmanufactured; fishing nets and seines; fish-hooks, lines, and fish twines; flax, hemp, and tow, undressed; flour; green fruits; furs, skins, pelts, or tails, undressed, from the United Kingdom; gems and medals; gravels; grains and meals; grindstones, wrought or unwrought; gums and rosins in a crude state; gypsum, or plaster of Paris, not calcined; grease and scraps; hams; hair; Angola, goat, Thibet, horse, or mohair, unmanufactured; hemp; hides; horns; indigo; junk and oakum; lard; models and patterns of machinery; Manilla grass; manures of all kinds; marble in blocks or slabs, unpolished; fresh, smoked, and salt meats; mosses and sea grass; musical instruments for military bands; nitre, or saltpetre; oakum; cocoa-nut, pine, and palm oils, in their crude state; oil-cake, or linseed cake; ordnance stores; ores of all kinds; osier, or willow; pig iron, pig lead, and pig copper; pitch and tar; plants, shrubs, and trees; printing ink and printing presses; rags; resin and rosin; rice and sago flour; sail cloth; sal ammoniac; sal soda; salt; ship's blocks; binnacle lamps; bunting; sail canvas, Nos. 1 to 6; compasses; dead-eyes; dead-lights; deck plugs; shackles; sheaves; signal lamps; travelling trucks; cordage; silk hat felts; soda ash; stone, unwrought; slate; stereotype blocks; tin and zinc, or spelter, in block or pig; tallow; teasels; timber and lumber of all kinds; tobacco, unmanufactured; treenails; turpentine, other than spirits of turpentine; type metal, in blocks or pigs; varnish, other than copal, carriage, shellac, mastic, or Japan; vegetables, not elsewhere specified; woods of all kinds; and wool.

QUEBEC.—CHARLES S. OGDEN, *Consul.*

I beg leave to enclose a general abstract of the official returns, showing the population, origin, and religions of the provinces of Upper and Lower Canada, now first published from the census schedules taken during the year 1861.

No. 1.—*General abstract of origins.*—*Lower Canada*, 1861.

	CITIES, COUNTIES, &c.	Total population.	England and Wales.	Scotland.	Ireland.	Natives of Canada.		United States.	Nova Scotia and Prince Edward Island.	New Brunswick.	Newfoundland.	West Indies.	East Indies.	Prussia, German States, and Holland.	France.	Italy and Greece.	Spain and Portugal.	Sweden and Norway.	Russia and Poland.	Switzerland.	Guernsey, Jersey, and other British Islands.	All other places.	These two heads are included in other columns.		At sea.	Not known.
						Not of French origin.	French origin.																Col'd persons.	Indians.		
A	Montreal, city	90,323	4,293	3,196	14,179	22,226	43,509	1,679	163	100	61	44	16	433	170	61	21	25	20	35	30	32	46	.....	16	14
B	Quebec, city	51,109	2,177	792	7,373	11,346	28,689	131	73	53	38	30	10	114	61	13	10	42	21	8	83	34	2	.....	8	3
C	Three Rivers, city	6,058	40	41	78	468	5,367	40	4	1	.....	. . .	....	9	8	.....	....	.....	...	....	2	.....	.....	.....	....	....
D	Sherbrooke, town	5,899	394	140	497	2,906	1,419	443	23	22	28	7	....	1	2	1	2	6	....	..	3	5	.....	29	...	....
1	L'Assomption	17,355	69	14	97	433	16,721	16	.....	.....	.....	.....	...	.....	.....	.....	....	.....	....	....	.....	2	.....	.....	....	3
2	Argenteuil	12,897	317	806	1,320	7,515	2,781	97	5	2	.....	.....	....	21	6	.....	2	.....	1	....	3	6	.....	.....	....	15
3	Arthabaska	13,473	30	13	394	1,325	11,620	80	.....	2	.....	.....	...	3	3	1	....	1	...	....	.....	.....	.....	.....	....	1
4	Bagot	18,841	75	56	124	296	18,135	127	1	.....	.....	.....	....	5	18	1	1	1	1	....	.....	.....	.....	.....	....	....
5	Beauce	20,416	38	1	167	608	19,564	27	.....	1	.....	1	....	6	3	.....	....	.....	....	...	.....	.....	.....	.....	....	....
6	Beauharnois	15,742	77	332	112	1,034	14,153	14	.....	1	.....	.. ...	....	6	6	1	....	.....	....	....	.....	.....	.....	.....	....	6
7	Bellechasse	16,062	9	2	14	25	16,007	2	.....	1	.....	.....	....	. ....	....	.....	....	.....	....	....	2	.....	.....	.....	....	....
8	Berthier	19,608	9	6	44	197	19,331	11	.....	.....	.....	.....	....	.....	3	.....	....	.....	...	...	.....	3	.....	.....	....	4
9	Bonaventure	13,092	89	334	354	4,316	7,239	27	188	434	27	1	1	59	10	.....	....	.....	....	....	10	3	.....	641	....	....
10	Brome	12,732	233	149	337	8,371	1,644	1,975	8	1	5	.....	....	1	3	.....	1	1	....		.....	.....	.....	.....	....	3
11	Chambly	13,132	86	43	225	388	12,317	58	.....	2	.....	3	...	.....	4	1	1	2	..	1	.....	1	.....	.....	....	....
12	Champlain	20,008	25	17	48	62	19,665	20	1	4	.....	....	..	2	9	.....	...	.....	....	....	.....	.....	.....	.....	....	155
13	Charlevoix	15,223	7	.....	10	104	15,089	4	1	.....	.. ..	.....	1	1	6	.....	....	.....	....	....	.....	.....	.....	10	....	....
14	Chateauguay	17,837	129	711	737	3,783	12,289	165	2	.....	.....	4	....	2	4	.....	2	.....	....	....	5	.....	.....	.....	2	2
15	Chicoutimi	10,478	5	28	18	332	10,087	3	.....	.....	. ....	....	..	.....	1	1	1	1	....	....	1	.....	.....	258	....	....
16	Compton	10,210	530	1,095	313	5,218	1,885	1,056	2	4	2	4	....	2	1	4	1	74	..	....	5	3	....	.....	6	5
17	Dorchester	16,195	36	13	791	2,215	13,167	18	9	2	2	.....	..	.....	.....	.....	....	.....	....	....	1	.....	.....	.....	1	....
18	Drummond	12,356	199	122	644	3,624	7,592	149	2	2	.....	1	...	6	3	1	...	.....	....	1	.....	2	.....	.....	....	8
19	Gaspé and Magdalen Islands	14,077	76	42	237	4,123	8,769	10	327	73	3	2	..	59	55	2	1	38	2	....	256	.....	. .....	.....	1	1
20	Hochelaga	16,474	243	250	846	1,839	13,010	148	21	.....	.....	7	1	46	29	4	4	1	1	14	2	4	.....	.....	....	4
21	Huntingdon	17,491	230	1,062	2,111	9,469	4,060	546	2	.....	.....	.....	..	4	.....	.....	....	2	1	....	2	1	.....	879	1	....
22	Iberville	16,891	56	49	643	1,004	14,968	151	1	.....	.....	.....	..	3	10	1	1	. ....	....	....	.....	.....	22	.....	1	3
23	L'Islet	12,300	5	3	12	99	12,176	.....	.....	.....	.. ...	.....	....	.....	1	.....	....	....	...	....	4	.....	.....	25	...	....
24	Jacques Cartier	11,218	75	129	302	344	10,309	26	.....	.....	2	....	...	8	18	1	2	.....	...	1	.....	.....	.....	.....	....	1
25	Joliette	21,198	11	4	321	752	20,073	15	1	.....	.....	. ....	...	.....	8	1	....	.....	....	2	1	.....	.....	.....	....	9
26	Kamouraska	21,058	1	2	8	66	20,977	.....	.. . .	.....	.....	.....	....	3	.....	.....	...	.....	...	...	.....	.....	.....	25	...	1
27	Laprairie	14,475	58	26	74	498	13,765	37	1	2	.....	.....	...	.....	8	.....	....	.....	....	1	.....	.....	.... . .	1,352	....	5
28	Laval	10,507	7	15	13	19	10,445	5	.....	.....	.....	.....	....	.....	2	1	...	.....	..	...	.....	.....	.....	.....	....	....
29	Levis	22,091	124	62	479	1,254	20,119	28	.....	7	. ....	.....	....	5	11	.....	....	1	...	....	1	.....	.....	.....	....	....
30	Lotbinière	20,018	64	39	1,124	2,958	15,798	19	5	.....	4	.....	....	1	4	.....	...	.....	...	...	1	.....	.....	.....	....	1
31	Maskinongé	14,790	.....	.....	5	213	14,503	51	.....	6	1	.....	....	1	.....	... ..	....	.....	....	4	6	.....	.....	5	....	....
32	Megantic	17,889	267	516	1,391	4,418	11,161	62	11	2	.....	1	....	9	10	1	....	7	....	1	2	.....	.....	.....	...	....
33	Missisquoi	18,608	271	174	695	10,266	5,369	1,788	6	6	.....	8	....	8	3	1	1	....	....	....	4	.....	.....	.....	4	13

No. 1.—*General abstract of origins.—Lower Canada*, 1861.—Continued.

	CITIES, COUNTIES, &c.	Total population.	England and Wales.	Scotland.	Ireland.	Natives of Canada.		United States.	Nova Scotia and Prince Edward Island.	New Brunswick.	Newfoundland.	West Indies.	East Indies.	Prussia, German States, and Holland.	France.	Italy and Greece.	Spain and Portugal.	Sweden and Norway.	Russia and Poland.	Switzerland.	Guernsey, Jersey, and other British Islands.	All other places.	These two heads are included in other columns.		At sea.	Not known.
						Not of French origin.	French origin.																Col'd persons.	Indians.		
34	Montcalm	14,724	62	30	605	1,744	12,259	22	.....	.....	.....	.....	....	.....	1	.....	....	.....	..	....	.....	1	1	.....	....	....
35	Montmagny	13,386	9	2	20	68	13,275	1	.....	.....	.....	.....	..	1	4	.....	....	4	....	1	1	.....	.....	4	....	....
36	Montmorency	11,136	3	9	125	283	10,708	3	1	.....	.....	.....	..	1	1	1	....	.....	....	....	1	.....	.....	.....	....	....
37	Napierville	14,513	51	34	208	982	13,158	68	.....	.....	.....	1	...	.....	7	3	...	.....	....	1	.....	.....	.....	.....	....	....
38	Nicolet	21,563	6	3	15	139	21,383	6	1	.....	.....	1	....	1	.....	.....	....	.....	1	....	1	.....	.....	.....	....	....
39	Ottawa	27,757	375	417	3,530	8,560	14,357	294	7	29	1	1	1	40	12	1	1	.....	....	2	8	3	104	149	10	108
40	Pontiac	13,257	225	475	2,655	7,522	2,161	109	11	16	.....	10	2	30	10	.....	....	7	1	....	6	.....	2	39	4	13
41	Portneuf	21,291	60	73	659	1,792	18,686	6	1	.....	2	.....	1	2	4	.....	....	3	....	1	.....	.....	.....	.....	1	....
42	Quebec	27,893	341	284	2,357	5,058	19,657	64	18	15	12	1	4	22	22	3	1	3	3	2	12	7	1	213	1	6
43	Richelieu	19,070	44	21	80	583	18,302	22	3	1	1	1	....	.....	6	.....	....	1	....	....	.....	5	1	.....	....	....
44	Richmond	8,884	446	604	923	5,067	1,312	474	4	1	2	3	6	15	15	.....	1	.....	2	1	.....	5	.....	.....	2	1
45	Rimouski	20,854	32	83	29	645	20,043	7	1	13	.....	.....	....	.....	.....	1	....	.....	....	....	.....	.....	.....	1	....	....
46	Rouville	18,227	26	20	96	493	17,520	61	....	.....	.....	.....	....	2	7	1	....	.....	....	1	.....	.....	.....	.....	....	....
47	Saguenay	6,101	61	19	25	627	5,083	6	46	11	39	.....	....	.....	27	2	1	1	1	....	152	.....	.....	804	....	....
48	Shefford	17,779	180	95	757	4,029	12,034	650	1	9	2	1	1	.....	15	.....	....	.....	....	....	2	1	.....	.....	1	1
49	Soulanges	12,221	5	64	70	1,070	10,971	29	.....	.....	.....	1	1	2	2	2	....	....	....	3	1	.....	.....	.....	...	....
50	St. Hyacinthe	18,877	12	12	97	224	18,438	81	.....	1	.....	.....	..	1	8	2	....	1	....	...	.....	.....	1	.....	....	....
51	St. John's	14,853	308	63	404	2,112	11,706	244	.....	.....	.....	1	2	1	7	.....	....	.....	....	....	1	4	.....	.....	....	....
52	St. Maurice	11,100	6	5	11	114	10,919	17	.....	.....	.....	.....	....	.....	1	.....	....	.....	...	...	15	.....	.....	.....	....	12
53	Stanstead	12,258	283	120	350	8,282	935	2,263	1	1	....	2	2	3	5	.....	....	5	1	....	.....	2	.....	.....	....	3
54	Temiscouata	18,561	18	15	26	301	18,156	9	17	7	.....	.....	....	.....	5	.....	....	.....	....	....	2	.....	.....	170	....	5
55	Terrebonne	19,460	25	126	346	11	18,909	20	7	1	.....	.....	....	.....	11	.....	....	.....	....	....	.....	4	.....	1	....	....
56	Two Mountains	18,408	31	101	306	1,075	16,866	16	.....	.....	.....	.....	....	2	7	.....	....	2	....	....	2	.....	.....	.....	....	....
57	Vaudreuil	12,282	123	101	190	1,389	10,454	14	1	2	.....	.....	....	7	1	.....	....	.....	....	....	.....	.....	.....	.....	....	....
58	Verchères	15,485	4	3	6	87	15,367	7	.....	.....	.....	.....	....	1	6	1	...	.....	....	1	.....	.....	.....	.....	....	2
59	Wolfe	6,548	45	64	143	812	5,357	102	.....	16	.....	.....	...	.....	7	.....	....	.....	....	....	.....	.....	.....	.....	2	....
60	Yamaska	16,045	3	3	22	395	15,601	18	.....	1	.....	.....	....	.....	1	.....	....	.....	....	....	.. ..	.....	10	271	....	....
	Total	1,110,664	13,139	13,160	50,192	167,578	847,320	13,641	977	852	232	137	49	949	672	114	55	229	56	81	628	128	190	4,876	61	414

No. 1.—*General abstract of origins.—Upper Canada*, 1861.

	CITIES, COUNTIES, &c.	Total population.	England and Wales.	Scotland.	Ireland.	Natives of Canada.		United States.	Nova Scotia and Prince Edward Island.	New Brunswick.	Newfoundland.	West Indies.	East Indies.	Prussia, German States, and Holland.	France.	Italy and Greece.	Spain and Portugal.	Sweden and Norway.	Russia and Poland.	Switzerland.	Guernsey, Jersey, and other British Islands.	All other places.	These two heads are included in other columns.		At sea.	Not known.
						Not of French origin.	French origin.																Col'd persons.	Indians.		
A	Hamilton, city	19,096	2,904	2,202	4,149	7,942	79	1,034	48	73	15	8	31	456	32	2	1	5	12	11	63	18	62	1	5	6
B	Kingston, city	13,743	1,276	620	4,104	7,046	100	372	43	19	21	31	13	26	8	3	2	6	1	2	11	12	49	.....	3	24
C	London, city	11,555	2,185	999	2,149	5,119	77	719	70	23	28	19	5	78	26	1	4	7	1	2	15	2	35	8	5	21
D	Ottawa, city	14,669	959	666	3,249	5,541	3,644	402	25	31	25	2	3	34	26	11	3	1	7	7	7	9	.....	.....	3	14
E	Toronto, city	44,821	7,112	2,961	12,441	18,767	435	2,031	116	67	105	79	10	336	66	22	8	7	23	6	80	43	510	5	19	87
1	Brant	30,338	3,792	2,410	2,940	18,866	2	1,519	59	261	2	6	1	367	14	1	1	9	1	2	14	6	286	1,114	4	61
2	Bruce	27,499	1,301	5,196	3,058	15,091	239	273	726	136	....	3	2	1,222	78	1	3	2	1	8	3	118	3	5	10	28
3	Carleton	29,620	648	1,072	7,134	19,415	975	249	14	19	3	2	3	19	6	....	1	1	11	1	10	5	.....	.....	3	29
4	Dundas	18,777	289	481	2,104	14,694	391	593	15	7	....	1	1	166	.....	..	....	....	....	. ..	.....	12	10	.....	....	23
5	Durham	39,115	6,804	1,371	6,973	22,850	13	824	17	19	9	7	1	42	14	4	....	2	....	1	2	16	29	.....	6	140
6	Elgin	32,050	2,592	2,558	1,668	22,336	38	1,596	659	222	9	22	3	254	8	....	....	4	2	33	12	5	.....	.....	7	22
7	Essex	25,211	1,577	596	1,748	13,384	3,706	3,745	39	32	14	14	12	214	46	7	2	3	9	2	25	12	3,381	73	6	18
8	Frontenac	27,347	1,487	678	5,058	18,385	595	1,003	14	7	2	9	....	58	18	2	3	3	.. .	5	5	8	51	.....	6	1
9	Glengary	21,187	91	2,274	377	16,802	1,371	166	57	19	1	1	....	6	2	....	....	1	9	....	2	....	.....	.....	3	5
10	Grenville	24,191	843	607	4,462	17,202	230	807	7	5	....	2	1	8	1	....	....	....	2	1	6	2	2	32	3	2
11	Grey	37,750	2,732	5,614	6,263	21,330	68	590	130	85	30	3	2	812	26	2	4	6	1	3	14	21	209	1	7	7
12	Haldimand	23,708	1,977	980	2,502	16,294	31	980	23	56	....	5	....	583	167	1	1	17	....	40	8	12	.....	1	6	25
13	Halton	22,794	2,142	1,820	3,102	14,694	55	701	62	50	2	14	3	109	5	....	2	....	1	1	4	3	.....	.... ..	6	18
14	Hastings	44,970	2,419	971	7,170	31,925	550	1,346	34	16	8	6	7	287	18	1	4	3	...	27	11	14	61	559	14	139
15	Huron	51,954	5,369	6,204	8,313	28,880	479	737	455	176	27	23	17	1,052	97	1	1	1	1	53	15	16	.....	.....	16	21
16	Kent	31,183	2,361	1,905	1,700	18,616	1,603	4,366	178	109	4	16	3	173	39	....	1	3	2	3	2	14	3,278	12	10	75
17	Lambton	24,916	2,192	2,487	2,876	15,687	13	1,216	136	109	23	12	1	105	18	2	8	1	....	3	13	5	60	1,310	4	5
18	Lanark	31,639	628	3,425	4,909	21,831	389	344	24	5	2	5	3	5	4	4	1	....	1	8	1	8	8	25	6	36
19	Leeds	35,700	999	836	6,272	25,799	298	1,426	19	17	3	4	2	25	5	1	2	1	1	5	1	10	17	36	7	17
20	Lennox and Addington	28,002	895	373	3,738	21,965	119	821	3	18	3	3	1	32	8	....	1	2	3	....	6	8	.....	.....	1	2
21	Lincoln	27,625	1,769	867	3,201	19,062	6	1,986	43	28	4	23	1	481	14	5	3	3	....	22	15	10	625	86	7	75
22	Middlesex	48,736	5,175	5,545	4,721	30,702	77	1,841	224	115	21	16	4	168	12	2	5	2	1	17	15	21	312	1,182	11	41
23	Norfolk	28,590	1,932	902	1,404	21,614	297	1,589	103	208	7	12	2	452	27	1	1	7	2	5	2	....	.....	.....	8	15
24	Northumberland	40,592	3,531	2,105	5,004	28,075	179	1,489	28	38	1	14	8	46	23	...	1	2	....	3	24	13	89	.....	8	.....
25	Ontario	41,604	5,820	3,456	4,205	26,221	177	1,239	66	151	3	7	4	152	20	2	5	3	1	11	4	12	40	1	9	36
26	Oxford	46,226	5,222	5,038	2,568	28,677	40	2,729	264	518	12	41	6	1,003	47	....	5	4	1	13	16	7	281	88	9	6
27	Peel	27,240	3,199	1,229	5,456	16,726	16	470	32	19	12	11	4	18	4	...	1	....	....	1	9	6	.....	. .....	1	26
28	Perth	38,083	3,486	3,677	6,294	20,544	296	674	107	55	9	6	8	2,627	197	1	2	6	6	62	13	1	61	.....	8	4
29	Peterborough	24,651	1,817	1,378	5,133	15,343	300	474	12	18	2	11	....	38	18	8	1	....	....	4	3	10	21	.....	2	79
30	Prescott	15,499	191	570	1,124	6,880	6,558	146	13	.....	1	2	....	3	1	..	....	....	....	2	.....	5	5	12	2	1
31	Prince Edward	20,869	694	167	1,618	17,264	91	886	19	62	1	1	1	21	5	1	....	3	1	3	7	3	.....	.....	2	19
32	Renfrew	20,325	495	1,336	4,143	12,493	1,139	180	20	39	...	.. .	3	405	4	....	4	1	26	....	7	7	.....	32	8	15

No. 1.—*General abstract of origins.*—*Upper Canada*, 1861—Continued.

	CITIES, COUNTIES, &c.	Total population.	England and Wales.	Scotland.	Ireland.	Natives of Canada.		United States.	Nova Scotia and Prince Edward Island.	New Brunswick.	Newfoundland.	West Indies.	East Indies.	Prussia, German States, and Holland.	France.	Italy and Greece.	Spain and Portugal.	Sweden and Norway.	Russia and Poland.	Switzerland.	Guernsey, Jersey, and other British Islands.	All other places.	These two heads are included in other columns.		At sea.	Not known.
						Not of French origin.	French origin.																Col'd persons.	Indians.		
33	Russell	6,824	83	308	725	2,780	2,889	32	1	1	...	....	....	.....	2	....	....	....	....	1	1	....	1	.....	1	.....
34	Simcoe	44,720	3,172	3,083	9,342	26,825	946	950	49	38	11	29	14	154	26	3	5	6	12	9	6	6	208	48	17	17
35	Stormont	18,129	214	1,105	1,181	14,165	970	341	30	2	2	....	....	8	1	3	1	1	....	....	.....	.. .	.....	9	4	101
36	Victoria	23,039	1,773	2,027	3,721	14,426	466	432	31	14	6	3	1	15	6	2	1	76	....	4	14	4	.....	... .	12	5
37	Waterloo	38,750	1,466	3,039	1,301	20,982	1,439	1,399	33	8	1	7	7	7,959	913	1	2	9	4	139	.....	20	103	.....	15	6
38	Welland	24,988	1,446	754	2,143	17,094	68	1,870	16	33	8	10	3	1,237	199	. .	1	16	1	33	18	3	393	2	5	30
39	Wellington	49,200	4,793	6,941	7,522	27,841	152	846	105	70	20	15	4	747	58	2	2	5	5	9	8	11	447	1	17	27
40	Wentworth	31,832	3,005	2,513	3,922	20,202	99	1,276	39	62	7	14	2	556	19	3	1	19	4	20	13	11	254	4	7	38
41	York	59,674	9,057	3,170	7,687	36,779	291	1,889	161	149	23	13	5	269	54	4	2	6	8	35	22	12	333	2	10	28
42	Algoma district	4,916	361	238	128	3,673	328	154	7	1	....	....	1	10	7	....	....	6	....	....	2	....	1	3,098	....	....
43	Nipissing district	2,094	15	38	229	763	963	6	7	4	...	....	...	68	.....	....	....	1	....	....	.....	...	. .....	94	....	.....
	Total	1,396,091	114,290	98,792	191,231	869,592	33,287	50,758	4,383	3,214	487	532	203	22,906	2,389	104	96	261	161	617	529	541	11,223	7,841	323	1,395

No. 2.—*General abstract of religions.—Lower Canada*, 1861.

	CITIES, COUNTIES, &c.	Total population.	Church of Rome.	Church of England.	PRESBYTERIANS.			METHODISTS.				Baptists.	Lutherans.	Congregationalists.	Quakers.	Bible Christians.	Christians.	Second Adventists.	Protestants.	Disciples.	Jews.	Menonists and Tunkers	Universalists.	Unitarians.	Mormons.	No religion.	No creed given.	Other creeds not classed.
					Established Church of Scotland.	Free Church of Scotland	United Presbyterians.	Wesleyan Methodists.	Episcopal Methodists.	New Connexion Methodists.	Other Methodists.																	
A	Montreal, city	90,323	65,896	9,739	4,575	1,749	1,500	3,027	475	220	52	604	207	768	6	1	41	1	420	..	403	..	35	475	..	27	37	65
B	Quebec, city	51,109	41,477	5,740	1,253	704	155	1,075	15	42	7	154	25	234	1	13	23	.....	33	..	110	..	4	18	1	3	17	5
C	Three Rivers, city	6,058	5,583	229	148	.....	.....	65	.....	.....	.....	.....	2	14	.....	.....	.....	.. ...	.....	..	14	..	.....	2	..	.....	1	....
D	Sherbrooke, town	5,899	2,603	1,638	101	35	10	598	.....	1	.....	80	.....	446	.... .	.....	1	20	.....	..	.....	..	167	.....	..	25	137	37
1	L'Assomption	17,355	17,026	109	9	3	14	21	5	5	.. ...	1	.....	.....	. ....	.....	.....	.....	154	..	.....	..	.....	.....	..	8	.....	....
2	Argenteuil	12,897	4,696	2,513	2,061	1,133	510	1,182	29	1	....	646	.....	95	.....	.....	.....	.....	1	..	.....	..	.....	13	..	5	12	....
3	Arthabaska	13,473	12,819	169	10	88	.....	161	31	.....	5	2	1	75	.....	.....	.....	.....	37	..	.....	..	24	.....	..	30	.....	21
4	Bagot	18,841	18,283	314	39	1	22	47	1	.....	.....	91	. ....	23	.....	.....	.....	.....	5	..	.....	..	15	.....		.....	.....	...
5	Beauce	20,416	20,105	199	6	88	8	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	..	.....	..	.....	.....	..	.....	.....	5
6	Beauharnois	15,742	14,435	133	584	397	69	6	67	.....	3	6	40	.....	.....	.....	....	.....	.....	..	.....	..	.....	.....	..	2	.....	....
7	Bellechasse	16,062	16,039	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	16	..	.....	..	.....	.....	..	.....	.....	....
8	Berthier	19,608	19,404	158	11	14	. .	3	8	2	2	.....	.....	.....	.....	.....	.....	.....	.....	..	1	..	1	.....	..	4	.....	....
9	Bonaventure	13,092	9,127	1,586	1,738	312	42	70	86	.....	10	70	40	.....	1	.....	.....	.....	.....	..	.....	..	.....	.....	..	. ....	.....	10
10	Brome	12,732	2,540	989	253	101	4	1,690	1,210	466	279	608	1	181	92	.....	64	494	723	..	.....	..	424	26	1	107	2,465	14
11	Chambly	13,132	12,651	330	37	9	11	35	6	1	5	28	1	2	.....	.....	.....	.....	.....	..	.....	..	1	3	..	12	.....	....
12	Champlain	20,008	19,688	85	140	9	9	16	4	9	.....	.....	19	.....	.....	.....	.....	.....	8	..	.....	..	.....	.....	..	21	.....	....
13	Charlevoix	15,223	15,220	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....	..	.....	.....	..	1	.....	....
14	Chateauguay	17,837	13,659	996	1,975	678	41	268	1	.....	.....	38	23	.....	.....	.....	.....	.....	.....	..	.....	..	.....	.....	..	5	152	1
15	Chicoutimi	10,478	10,323	44	42	25	24	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	2	.....	.	.....	....	..	.....	15	....
16	Compton	10,210	2,386	1,846	129	1,853	2	1,512	112	.....	12	1,063	67	412	.....	8	95	100	122	..	.....	..	349	8	..	29	58	47
17	Dorchester	16,195	15,241	777	105	.....	.....	1	... .	.....	.....	.....	59	.....	1	.....	.....	... ..	8	..	.....	..	.....	.....	..	.....	1	2
18	Drummond	12,356	9,088	1,701	60	211	141	703	45	.....	11	172	.....	152	.....	.....	2	48	.....	..	.... .	..	22	.....	..	.....	.....	....
19	Gaspé and Magdalen Islands	14,077	11,484	1,955	61	58	4	244	.....	.....	22	3	87	.....	.....	.....	.....	.....	148	..	9	..	.....	.....	..	1	.....	1
20	Hochelaga	16,474	14,564	500	285	213	464	108	.....	17	8	18	43	24	.....	.....	.....	.....	40	..	21	..	.....	41	..	128	.....	....
21	Huntingdon	17,491	8,040	2,658	3,217	214	991	1,642	46	44	1	84	190	155	.....	9	.....	9	.....	..	.....	..	30	1	1	71	54	34
22	Iberville	16,891	15,615	523	71	67	160	183	27	8	.....	107	.....	10	.....	.....	.....	6	33	..	.....	..	2	1	..	45	4	29
23	L'Islet	12,300	12,295	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....	..	.... .	.....	..	.....	.....	. ..
24	Jacques Cartier	11,218	10,334	392	365	19	63	11	29	.....	.....	.....	.....	4	.....	... ..	.....	.....	1	..	.....	..	.....	.....	..	.....	.....	....
25	Joliette	21,198	20,803	301	16	4	.....	29	1	.....	....	5	.....	2	.....	.....	...	.....	21	..	.	.	.....	.....	..	.....	14	2
26	Kamouraska	21,058	21,054	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.... .	.....	.....	.....	.....	..	.....	..	.....	.....	..	.....	2	....
27	Laprairie	14,475	13,920	253	98	13	24	30	10	1	.....	45	.....	.....	.....	43	.....	. ...	29	..	.....	..	.....	.....	..	.....	2	7
28	Laval	10,507	10,424	27	11	.....	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	..	.....	..	.....	.....	..	.....	4	6
29	Levis	22,091	21,309	560	97	29	.....	22	18	.....	7	3	.....	.....	.....	.....	.....	.....	43	.	.....	..	.....	.....	..	3	.....	....
30	Lotbinière	20,018	18,744	612	46	282	1	325	.....	... ..	.....	2	5	.....	.....	.....	.....	.....	1	..	.....	..	.....	.....	..	.....	.....	....

No. 2.—*General abstract of religions.—Lower Canada*, 1861—Continued.

	CITIES, COUNTIES, &c.	Total population.	Church of Rome.	Church of England.	PRESBYTERIANS.			METHODISTS.				Baptists.	Lutherans.	Congregationalists.	Quakers.	Bible Christians.	Christians.	Second Adventists.	Protestants.	Disciples.	Jews.	Menonists and Tunkers.	Universalists.	Unitarians.	Mormons.	No religion.	No creed given.	Other creeds not classed.
					Established Church of Scotland.	Free Church of Scotland.	United Presbyterians.	Wesleyan Methodists.	Episcopal Methodists.	New Connexion Methodists.	Other Methodists.																	
31	Maskinongé	14,790	14,667	66	1	1	.....	2	3	3	....	14	.....	.....	....	.....	1	.....	6	..	.....	..	2	1	..	17	1	5
32	Megantic	17,889	12,843	2,248	444	1,474	12	593	.....	.....	.....	152	.....	118	.....	.....	.....	.....	1	..	.....	..	.....	.....	..	.....	3	1
33	Missisquoi	18,608	7,455	4,600	362	220	51	2,922	62	270	31	518	.....	191	1	53	1	385	23	..	1	..	265	37	.	119	972	69
34	Montcalm	14,724	13,150	975	16	58	18	223	.....	.....	23	.....	.....	.....	.....	....	.....	.....	235	..	.....	..	3	.....	..	14	9	....
35	Montmagny	13,386	13,333	39	2	11	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	..	.....	..	.....	.....	..	.....	.....	....
36	Montmorency	11,136	11,120	16	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	..	.....	.	.....	.....	..	.....	.....	....
37	Napierville	14,513	13,738	337	166	69	29	89	.....	14	1	42	.....	.....	.....	.....	.....	.....	27	.	.....	..	.....	.....	..	.....	....	1
38	Nicolet	21,563	21,442	48	1	3	3	10	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	51	..	.....	..	.....	.....	..	.....	.....	1
39	Ottawa	27,757	19,893	2,865	1,426	1,277	15	1,222	36	.....	95	506	7	3	1	.....	.....	.....	77	1	.....	..	26	4	..	85	161	57
40	Pontiac	13,257	7,255	2,788	789	1,177	27	1,152	.....	.....	.....	31	7	10	.....	.....	.....	1	.....	..	.....	..	4	2	..	9	.....	5
41	Portneuf	21,291	20,354	721	66	2	1	10	82	6	7	.....	.....	.....	.....	.....	.....	.....	41	..	.....	..	... ..	.....	..	.....	.....	1
42	Quebec	27,893	24,459	2,078	862	237	1	135	1	.....	23	27	.....	20	12	.....	.....	.....	27	..	1	..	.....	1	..	9	.....	....
43	Richelieu	19,070	18,609	384	3	22	29	1	6	.....	1	1	.....	.....	.....	.....	.....	.....	13	..	.....	..	1	.....	..	.....	.....	....
44	Richmond	8,884	3,025	1,913	772	557	50	1,077	3	.....	.....	154	3	604	.....	7	21	263	25	..	7	..	219	15	..	26	44	99
45	Rimouski	20,854	20,475	82	13	282	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	..	.....	..	.....	.....	..	.....	.....	....
46	Rouville	18,227	17,704	303	17	25	.....	47	2	2	8	54	1	44	.....	.....	.....	.....	20	..	.....	..	.....	.....	..	.....	.....	....
47	Saguenay and Labrador	6,101	5,444	596	40	.....	3	1	.....	.....	.....	1	10	.....	.....	.....	.....	.....	6	..	.....	..	.....	.....	..	.....	.....	....
48	Shefford	17,779	12,217	2,401	175	70	174	1,089	18	7	143	221	.....	641	.....	.....	.....	70	.....		.....	..	53	.....	..	405	85	10
49	Soulanges	12,221	11,534	114	403	94	1	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	..	....	.....	..	52	.....	....
50	St. Hyacinthe	18,877	18,747	60	24	4	1	1	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	31	..	.....	..	1	.....	..	...	.....	1
51	St. John's	14,853	12,328	1,149	14	110	90	938	.....	.....	8	66	....	.....	.....	.....	.....	108	29	..	.....	..	.....	.....	..	.....	10	3
52	St. Maurice	11,100	10,989	35	26	20	7	18	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	..	.....	..	.....	.....	..	4	.....	....
53	Stanstead	12,258	2,137	1,136	163	107	1	2,665	87	163	51	1,992	1	673	1	.....	41	800	92	.	1	..	548	2	..	76	1,467	54
54	Temiscouata	18,561	18,446	87	14	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....	..	.....	.....	..	.....	.....	....
55	Terrebonne	19,460	18,477	253	23	189	301	170	.....	8	19	8	.....	.....	.....	.....	.....	.....	.....	..	.....	..	...	.....	..	.....	.....	12
56	Two Mountains	18,408	17,875	183	42	228	21	6	.....	2	.....	.....	....	.....	.....	50	.....	.....	.....	.	.....	..	.....	.....	..	....	1	....
57	Vaudreuil	12,282	11,211	461	280	63	10	171	.....	.....	.....	.....	12	.....	5	.....	.....	.....	.....	2	....	..	.....	.....	..	2	.....	65
58	Verchères	15,485	15,477	4	... .	.....	.....	.....	.....	.....	.....	... ..	.....	.....	.....	.....	.....	.....	.....	..	.....	..	1	.....	..	3	.....	....
59	Wolfe	6,548	5,549	258	1	147	.....	170	10	.....	28	120	.....	13	.....	.....	8	.....	16	..	.....	..	91	.....	..	129	.....	8
60	Yamaska	16,045	15,896	30	.....	.....	.....	70	.....	.....	11	.....	.....	13	.....	.....	.....	.....	20	..	4	..	1	.....	..	.....	.....	....
	Total	1,110,664	942,724	63,322	23,688	14,770	5,149	25,879	2,537	1,292	874	7,751	857	4,927	121	184	298	2,305	2,584	5	572	..	2,289	650	3	1,477	5,728	678

No. 2.—*General abstract of religions.—Upper Canada*, 1861.

	CITIES, COUNTIES, &c.	Total population.	Church of England.	Church of Rome.	PRESBYTERIANS.			METHODISTS.				Baptists.	Lutherans.	Congregationalists.	Quakers.	Bible Christians.	Christians.	Second Adventists.	Protestants.	Disciples.	Jews.	Menonists and Tunkers.	Universalists.	Unitarians.	Mormons.	No religion.	No creed given.	Other creeds not classed.
					Established Church of Scotland.	Free Church of Scotland.	United Presbyterians.	Wesleyan Methodists.	Episcopal Methodists.	New Connexion Methodists.	Other Methodists.																		
A.	Hamilton, city.....	19,096	5,814	4,872	1,672	1,651	984	2,548	162	117	173	559	29	209	8	.....	.....	5	18	10	77	.....	24	26	..	24	33	81
B.	Kingston, city	13,743	4,129	4,638	1,440	1,215	21	1,550	108	4	76	174	1	177	49	3	2	1	78	.....	5	.....	15	7	..	10	5	35
C.	London, city	11,555	3,452	2,071	736	684	232	1,453	209	395	211	515	19	145	5	40	12	147	1,057	.....	3	1	39	5	..	38	42	44
D.	Ottawa, city.....	14,669	3,351	8,267	1,192	568	1	748	232	.....	18	70	46	64	6	10	15	.....	41	.. ...	4	.....	2	14	..	10	.....	10
E.	Toronto, city	44,821	14,125	12,135	2,893	2,480	1,231	5,022	1,149	280	525	1,288	167	826	17	23	79	47	1,669	117	153	5	41	165	..	.....	148	236
1	Brant.....	30,338	6,393	3,110	985	1,491	2,549	6,467	348	1,537	427	3,340	144	1,181	81	19	112	.....	17	11	7	.....	15	12	..	1,572	200	320
2	Bruce.....	27,499	5,029	3,199	2,636	7,446	1,898	2,962	437	708	384	1,094	610	163	25	7	2	2	80	34	....	106	.....	2	8	135	289	249
3	Carleton	29,620	9,169	10,041	2,511	3,042	363	3,405	191	189	82	475	10	8	1	.....	6	.....	17	.....	....	.....	3	4	..	37	10	56
4	Dundas.....	18,777	2,856	2,878	2,124	1,551	29	4,489	2,491	24	136	447	1,536	8	.....	....	.....	9	18	.....	....	.....	31	2	1	123	1	23
5	Durham.....	39,115	11,174	1,624	1,920	3,752	3,389	7,449	903	2,392	1,545	992	24	266	25	2,772	171	38	19	255	2	10	62	9	2	158	88	74
6	Elgin	32,050	5,140	1,589	960	5,202	399	5,783	1,128	2,051	199	5,909	216	201	684	23	25	25	205	326	12	82	138	5	..	1,378	.....	382
7	Essex.....	25,211	4,240	10,420	502	669	211	4,028	136	1,025	60	2,393	51	122	8	.....	1	.....	592	.....	....	.....	75	10	31	317	271	49
8	Frontenac.....	27,347	6,759	7,177	1,951	1,515	509	4,535	3,349	58	949	114	16	23	80	9	13	43	80	.....	10	.....	2	1	1	100	10	43
9	Glengary.....	21,187	334	10,919	5,744	3,440	25	45	16	.....	8	452	.....	123	.....	.....	.....	.....	1	.....	10	.....	.....	....	..	2	20	48
10	Grenville.....	24,191	5,813	5,280	2,262	2,610	151	5,220	1,320	573	135	515	.....	31	4	.....	.....	65	.....	.....	....	.....	34	5	1	136	15	21
11	Grey	37,750	8,445	4,276	5,044	5,513	2,454	5,049	1,627	1,051	487	893	891	198	206	31	88	.....	162	378	....	.....	42	21	1	103	433	157
12	Haldimand.....	23,708	5,954	2,468	854	2,020	737	2,847	1,736	762	1,329	1,823	724	24	47	18	77	.....	16	141	6	587	78	18	..	64	1,064	296
13	Halton.....	22,794	5,577	2,184	1,509	3,851	510	4,487	945	1,942	121	588	25	406	50	9	14	11	21	208	1	14	9	2	..	163	6	141
14	Hastings	44,970	10,259	11,141	2,164	2,403	136	9,131	6,933	39	360	1,034	118	143	237	340	.....	19	20	13	....	1	121	14	3	59	119	153
15	Huron	51,954	13,440	7,422	4,741	6,773	5,451	6,775	981	936	981	728	896	52	24	1,174	.....	.....	320	.....	2	196	9	31	..	116	42	864
16	Kent	31,183	5,670	4,655	1,709	2,655	819	5,716	3,924	519	465	3,180	65	131	44	5	1	8	94	96	4	6	77	70	2	486	410	372
17	Lambton	24,916	5,916	2,963	1,303	3,717	537	4,373	2,016	77	317	1,554	76	584	74	2	15	.....	71	14	7	85	16	2	1	419	227	550
18	Lanark	31,639	7,902	7,011	6,677	3,814	393	3,694	227	201	... ...	880	.....	325	11	55	.....	3	.....	.....	....	.....	101	4	1	46	8	286
19	Leeds	35,750	11,162	6,985	2,136	2,607	171	4,396	3,359	1,516	37	1,241	2	21	150	.....	14	.....	103	.....	2	.....	79	6	3	1,692	6	62
20	Lennox & Addington	28,002	4,686	4,351	974	932	1,120	9,077	5,669	30	273	85	73	12	188	56	.....	.....	71	4	17	.....	113	7	2	54	62	146
21	Lincoln.....	27,625	6,141	4.409	1,503	1,891	458	4,675	2,026	491	277	1,665	142	11	33	.....	10	.....	47	347	....	521	161	4	..	832	133	1,848
22	Middlesex.....	48,736	11,909	4,045	3,887	6,074	3,131	7,819	3,522	1,201	554	3,851	70	90	165	135	43	37	107	191	....	24	95	5	..	517	693	571
23	Norfolk	28,590	3,938	1,574	1,201	1,348	353	5,916	1,540	2,342	371	6,965	264	264	33	.....	46	22	263	22	5	19	108	42	..	600	639	715
24	Northumberland....	40,592	8,090	6,004	1,531	5,961	229	8,672	5,200	320	222	1,535	11	339	379	761	875	36	19	119	...	11	56	21	6	142	28	25
25	Ontario	41,604	8,562	4,794	3,852	2,657	2,287	7,435	2,127	449	1,665	1,571	801	385	648	887	1,032	204	79	206	....	201	48	8	..	1,760	247	399
26	Oxford.....	46,226	7,392	3,091	1,058	8,886	1,926	7,548	4,297	648	723	5,850	908	154	576	132	83	79	.....	14	235	66	48	10	1	1,306	121	1,074
27	Peel	27,240	8,226	2,864	1,722	2,349	1,874	5,443	1,006	199	1,958	642	8	345	7	.....	12	.....	137	21	....	.....	19	6	1	176	74	151
28	Perth	38,083	8,189	6,292	2,021	5,368	3,719	5,066	355	357	696	590	3,091	266	71	568	27	97	339	.....	27	174	28	2	1	47	130	632
29	Peterborough	24,651	4,631	7,902	1,028	3,972	329	4.509	230	30	169	721	41	.....	16	674	.....	.....	2	28	..	.....	13	....	..	56	95	205

No. 2.—*General abstract of religions.*—*Upper Canada*, 1861.—Continued.

	CITIES, COUNTIES, &c.	Total population.	Church of England.	Church of Rome.	PRESBYTERIANS.			METHODISTS.				Baptists.	Lutherans.	Congregationalists.	Quakers.	Bible Christians.	Christians.	Second Adventists.	Protestants.	Disciples.	Jews.	Menonists and Tunkers.	Universalists.	Unitarians.	Mormons.	No religion.	No creed given.	Other creeds not classed.
					Established Church of Scotland.	Free Church of Scotland.	United Presbyterians.	Wesleyan Methodists.	Episcopal Methodists.	New Connexion Methodists.	Other Methodists.																	
30	Prescott	15,499	1,583	9,621	1,880	941	64	715	253	7	18	224	.....	112	.....	.....	.....	.....	7	.....	.....	.....	1	.....	..	.....	39	34
31	Prince Edward	20,869	4,486	1,751	462	852	184	7,369	1,990	1,140	20	137	1	9	1,162	.....	12	75	.....	343	.....	.....	338	.....	..	129	362	49
32	Renfrew	20,325	3,880	8,569	3,500	1,779	212	1,217	688	6	24	75	189	6	6	12	.....	8	67	.....	1	.....	4	.....	..	11	36	35
33	Russell	6,824	953	3,518	802	646	.....	547	9	4	.....	311	1	.....	.....	.....	.....	.....	16	4	.....	.....	3	.....	7	2	.....	1
34	Simcoe	44,720	14,078	8,037	6,294	4,437	1,534	7,072	484	417	360	536	144	254	230	19	156	9	209	84	3	34	41	33	..	28	82	145
35	Stormont	18,129	3,830	5,357	3,809	2,069	27	1,622	510	4	56	316	165	168	.....	2	.....	.....	2	.....	.....	.....	19	2	..	67	30	74
36	Victoria	23,039	4,956	5,433	3,077	1,702	998	3,087	781	350	289	568	6	103	224	1,003	256	28	30	6	...	1	3	2	..	39	23	74
37	Waterloo	38,750	2,721	6,348	1,252	3,735	2,146	2,117	220	339	1,303	787	10,290	20	61	10	109	.....	350	8	4	4,334	26	2	..	776	237	1,555
38	Welland	24,988	5,178	3,690	784	768	1,213	3,446	1,579	245	330	721	1,548	7	341	2	34	79	356	213	5	1,134	34	20	..	1,632	1,239	390
39	Wellington	49,200	10,596	7,814	4,909	9,183	2,384	6,331	1,220	662	1,420	1,276	464	695	142	1	195	6	333	811	8	34	2	2	..	239	46	427
40	Wentworth	31,832	7,309	4,294	2,255	2,920	2,263	5,415	2,401	1,849	362	1,510	233	122	14	2	3	10	18	12	....	3	22	25	..	69	155	566
41	York	59,674	17,269	7,050	5,131	3,709	1,695	10,643	1,564	510	3,215	1,357	877	565	1,251	7	1,480	7	349	111	4	1,316	39	10	1	710	188	616
42	Algoma district	4,916	623	2,444	250	89	10	456	14	4	.....	.....	4	.....	.....	.....	....	.....	14	.....	....	.....	.....	....	..	993	15	.....
43	Nipissing district	2,094	226	1,564	122	106	2	60	3	.....	.....	8	2	1	.....	.....	.....	.....	.....	.....	...	.....	.....	....	..	.....	.....	.....
	Total	1,396,091	311,565	258,141	108,963	143,043	51,378	218,427	71,615	28,200	23,330	61,559	24,299	9,357	7,383	8,801	5,018	1,050	7,514	4,147	614	8,965	2,234	634	74	17,373	8,121	14,284

NOVA SCOTIA.

PICTOU.—B. H. NORTON, *Consul.*

MARCH 7, 1861.

I have the honor of enclosing the report of the "Inspector of Mines and Minerals" for the province of Nova Scotia, believing that it would be valuable and interesting information to the department.

During my official residence at this port as consul, for the period of twelve years, the trade with the United States has been gradually increasing, but more especially since the "reciprocity treaty" went into operation.

From my official yearly report, made in October last, it will be perceived that the trade of Pictou with the United States for the year ending September 30, 1860, was largely augmented. *Exports* increased $80,000, *imports* $30,000. Should the difficulties in the United States be amicably adjusted, (and God grant they may !) there will be a still larger increase the coming year. * * * *

INSPECTOR OF MINES REPORT.

Honorable solicitor general, by like command, laid on the table of the house the report of the inspector of mines for the year 1860, together with statements of the shipments of coal from the Joggin mines, from the Sydney mines, for the past year.

It appears that the sales from the works of the General Mining Association during the past year have exceeded those of 1859 by over 46,000 tons of large coal, and the sales of common coal from mines on provincial mineral lands have exceeded the sales of 1859 by 4,952 tons, while the sales of oil coal have decreased by 508 tons.

Sidney mines.—It appears that 459 tons of coal was shipped from these mines, by order of the French government, to Brest. The director of naval construction at that place, in his report to the minister of marine on this coal, speaks very highly of it. He says that its steam power is little inferior to Cardiff coal, and equals that of Newcastle. It appears that a line of screw steamers, running between Liverpool and central America, now call regularly at Sydney for supplies of coal, both on their outward and homeward voyages. The Mining Association have commenced a branch railway, which will be nearly three miles in length, to Little Pond, where operations are going on for opening a new colliery. It is intended, at some future day, to continue this branch railway to Point Aconi, a distance of five miles. One man was killed on this railway during the past year, by attempting to climb, while in a state of intoxication, upon the coal wagons while in motion.

Lingan mines.—The sales from these mines during the past year have exceeded those of 1859 by 7,595 tons of large coal. This coal was chiefly shipped to New York, but small quantities have been sent for trial to the gas works at Boston, Salem, Portland, Portsmouth, Dorchester, and Quebec. The coal was much esteemed at all these places, and consequently a much larger sale is expected next season. It is intended to erect a steam-engine at this colliery during the present year to raise coal of a superior quality from deep workings. All that has been hitherto shipped seems to have been obtained from crop workings, and is much inferior to that which lies at a greater depth. It is also stated to be the intention of the association (should the trade continue to improve) to provide a steam-tug for towing vessels in and out of harbor. The quantity of large coal shipped from these mines to the United States during 1860 was 12,332½ tons, being in excess of the exports to that country by 10,093 tons.

Albion mines, Pictou.—The sales from these mines during the past year exceeded those of 1859 by 26,740½ tons of large and 1,504 tons of small coal. The operations for the past year stand unparalleled in the history of the works. The shipments have been 151,170 tons of large coal and 13,331 tons of small coal. It appears that it is the intention of the association during

the ensuing summer not only to increase to a considerable extent of high-pressure steam power under ground, but to sink a new shaft 160 yards deep and 12 or 13 feet in diameter from the surface to the main seam. Attached to this shaft will be an extraordinary high-pressure engine of 120 horse-power to raise the coal to the surface. From this point it is expected that from 900 to 1,000 tons per day of large coal will be produced. It seems that the locality at which it is intended to sink this shaft was abandoned several years ago as forever worthless to the association. The shipments from these mines of large coal to the United States in 1860 amounted to 136,449 tons, being in excess of the shipments in 1859 by 25,646 tons.

Joggin's mines.—The sales of coal from these mines during the past year are in excess of those of 1859 by 4,763¼ tons. The shipment from the mines during last year to St. John, New Brunswick, amounted to 5,140 tons, being about 4,000 tons more than the exports to the same place in 1859.

The following table shows the quantity of coal sold from all the works of the General Mining Association during 1859 and 1860, respectively, and the price of coal per ton at the respective collieries :

Locality.	1859.	1860.	Price per ton.	
	Large coal.	Large coal.	Large coal.	Slack.
Sydney mines	103,371 2/20	111,009½	$2 50	$0 80
Lingan mines	8,100¾	15,623¾	2 10	80
Point Aconi mines	120	1½	2 10	80
Albion mines	125,253½	151,993½	2 50	1 20
Joggin's mines	3,307¾	8,071 2/10	2 40	80
Total tons	240,152 12/20	286,700 3/20	----------	----------

It will be thus seen that the whole quantity of coal sold by the General Mining Association during 1860 was 286,700 3/20 tons, exceeding sales of 1859 by 46,547 tons. The increase in the exportation has been mainly in the quantity exported to the United States. The shipments to that country from the works of the General Mining Association during the past year have exceeded the shipments of 1859 by 40,323 tons of large and 86½ tons of slack coal. The quantity of coal exported to the neighboring colonies by the association during the past year amounted to 68,048½ tons of large and 4,717½ tons of small coal, against 58,920¼ tons of large and 51,310 tons of small coal in 1859. The home consumption for 1860, from the works of the association, amounted to 51,700 13/20 tons of large and 7,232⅜ tons of small coal, against 44,041½ tons of large and 7,176¼ of small coal in 1859.

OCTOBER 1, 1861.

I have the honor herewith of transmitting my annual report of commercial operations, together with important facts relative to the present and future prospects of the province of Nova Scotia.

The statement is made for the year ending September 30, 1861.

VALUE OF IMPORTS AND EXPORTS.

In British vessels	$107,094 00
In United States vessels	11,002 00
Number of British vessels	172
Number of United States vessels	155

AMOUNT OF TONNAGE.

British vessels	28,661 tons.
United States vessels	27,512 tons.

COAL EXPORTED TO THE UNITED STATES.

In British vessels	99,365 tons.
In United States vessels	38,631 tons.

From the foregoing statement it will be perceived that the quantity of coal shipped differs not essentially from last year's return. During the past year an explosion took place at the Albion mines, in the pit known as the "deep shaft," being about 500 feet from the surface, which caused the death of three laborers and sixteen horses. The pit was immediately closed up, and has remained so up to the present time. It is supposed that the fire is still raging, as occasional explosions are heard. There is another shaft in full operation, by which the company are enabled to supply, without delay, all the demand for coal.

There has been a great increase in the number of United States vessels engaged in the trade with this port the present year over the last. The whole number for 1860 was 28 ; this year there have been 162 arrivals.

MARINE RAILWAY.

In my last annual report I alluded to the probable construction, in the harbor of Pictou, of a marine railway. I am much gratified in stating that this important enterprise has been successfully carried out, and is now in constant operation. It is of sufficient capacity to take up vessels of 1,000 tons, American measurement. The railway is 500 feet long and 24 feet broad, with three tracks. The cradle is 175 feet long and 44 broad, inside, running upon 700 friction rollers, and operated by two steam-engines of twelve horse-power each. A ship of 500 tons was placed upon the ways, ready for the workmen, in twenty-eight minutes. The whole cost of the railway is about $20,000.

GOLD FIELDS OF NOVA SCOTIA.

During the past year great and important discoveries of the precious metal have been made in various parts of the province. At Tangier river, Wine harbor, Lurenburg, Isaac's harbor, and several other localities, rich auriferous deposits have been found, and are now being worked.

The government of the province, in whom the ownership of all the mines and minerals is vested, have taken the control of these discoveries, and are leasing to parties, for the term of one year, the right to work them upon the payment of a certain yearly rent.

The important results to flow from these "gold fields" will not be confined to the limits of the province, but will be extended far and wide, producing an immense emigration to these shores, thereby largely increasing the trade with the United States, which has been gradually improving the last twelve years.

From a recent conversation with his excellency Earl Mulgrave, lieutenant governor, I learned it was his opinion that not less than 50,000 would be added to the population of this province during the coming year, allured by the flattering prospects so evident from the recent discoveries.

Machinery for crushing the quartz rock has been imported from England and the United States, and will be speedily put in operation. Large quantities of the rock have been brought to the surface, ready for crushing. From one ton of quartz, experimented upon in England, $556 value in gold was the result, said to be the largest yield of any quartz yet discovered. This was from the deposit at Tangier river.

At Lurenburg the gold is principally obtained from surface washing. Rich returns have been received for labor and capital expended.

At Wine harbor, which is about 100 miles to the eastward of Halifax, operations have been going on for about two months. The result, thus far, has not proved very remunerative, owing to the want of machinery and a thorough knowledge of working. I have no doubt from what I have discovered, having passed some days in this locality, that this deposit will ultimately prove the most valuable.

NEWFOUNDLAND.

ST. JOHN'S.—W. S. H. NEWMAN, *Consul.*

NOVEMBER 8, 1861.

I have the honor to state that I last year succeeded in inducing the merchants of this city to take some $74,000 worth of shares in the stock of a company, organized by me, to construct a sectional floating dock for the ships of the country raising six hundred tons. This dock goes into operation in a week or two, constructed by a New Yorker. I am now endeavoring to get up a dock of the largest size, say 7,000 tons, for the largest ships and steamers, of which the New York underwriters say through their special committee on the subject: "A large dock at Newfoundland is undoubtedly desirable to the commerce of the United States, as well as that of Great Britain."

NEW BRUNSWICK.

Customs duties.

	£	*s.*	*d.*
Axes of three pounds weight and upwards, each	0	1	6
Candles of all kinds, except sperm or wax, per pound	0	0	1
Sperm and wax, per pound	0	0	4
Cider, per gallon	0	0	3
Coffee, per pound	0	0	1½
Fruit, dried, per pound	0	0	1
Leather, viz: sole, upper leather, harness and belt leather, per pound	0	0	2
Sheepskins, tanned or dressed, per dozen	0	3	0
Calfskins, tanned, per dozen	0	6	0
Malt liquors of every description, (not being aqua vitæ, otherwise charged with duty,) per gallon	0	0	6
Soap, costing less than 6*d.* per pound	0	0	0½
Spirits, viz: brandy, per gallon	0	4	0
Gin and whiskey, per gallon	0	2	6
Lemon syrup, shrub and Santa, per gallon	0	1	0
All other cordials, per gallon	0	2	6
Alcohol, rum tinctures, and other spirits, per gallon	0	1	6
Sugar, refined, in loaves	0	0	1½
All other kinds of refined or white bastard sugar, or sugar candy, per pound	0	0	1
Brown, clayed, or any other kind of sugar not refined, per cwt.	0	6	0
Tea, per pound	0	0	2
Tobacco, manufactured, except snuff and cigars, per pound	0	0	2
Wines, per gallon	0	2	6
And on every £100 of the true and real value thereof, in addition	12	10	0

Anchors, canvas, cordage, chain cables, and other chains; cotton warp; copper and patent metal in sheets, bars, bolts, and scraps; felt, in rolls and sheets; foreign hides, green, dried, or salted; iron in bolts, bars, plates, sheets, and pig iron, and railway rails and chairs; oakum; sails and rigging for new

	£	s.	d.
ships; sheathing; silk plush for hatters' purposes; block tin; tin plate; lead; zinc; bar and sheet steel; brimstone; sulphuric acid; muriatic acid; chloride of lime; soda ash; copperas; alum; prussiate of potash; phosphorus; carboys; nitrate and spelter; for every £100 value	1	0	0
Boots and shoes; leather manufactures; chairs; clocks; household furniture; looking glasses; oranges and lemons; brushes; hats; piano fortes; snuff and cigars; carriages; veneer and other mouldings; frames; wooden wares; matches; corn brooms; agricultural implements, (except spades, shovels, scythes, and reaping hooks;) trunks, valises, and portmanteaus; for every £100 value	15	0	0
Iron castings, viz: cooking, close, box, and round stoves; apparatus for cooking stoves, Franklin stoves, register grates, fire frames, kitchen ranges, boilers, and cast-iron furnaces; for every £100 value	15	0	0
All other goods, wares, and merchandise not herein otherwise charged with duty, and not hereafter declared to be free of duty, for every £100 value	12	10	0

Table of exemptions.

Baggage, apparel, household effects, working tools and implements, not being for sale; books; carriages of travellers, not for sale; coins and bullion; corn broom brush; grain not malted, flour, meal, and breadstuffs; rice; eggs and poultry; manures; fish; products of fish; palm oil; plants, shrubs, and trees; firewood; printing paper, types, presses, and printers' ink; rags, old rope, and junk; salt; soap grease and tallow; butter; cheese; lard; timber and lumber; lines and twines; shoe thread and boot webbing; animals; fresh, smoked, and cured meats; cotton wool and batting; seeds; vegetables; furs; skins or tails, undressed; stone or marble; slate; ores of metals; coal; pitch; tar; turpentine; ashes; pelts; wool; bark; gypsum; grindstones; dye stuffs; molasses; flax, hemp, manilla, and tow, unmanufactured; tobacco; rosin; horns; barilla, and chalk.

Export duty.

On every 40 cubic feet of pine timber, 1*s.*; on every 40 cubic feet of spruce, juniper, or hard wood timber, masts, or spars, 9*d.*

On every 1,000 superficial feet of saw logs or sawed lumber, 1*s.*; except lathwood, laths, shingles, clapboards, sash pieces, handspikes, slabs, staves, fence pickets, palings, oars, scantling, and all other small lumber, sawed or hewed, every piece whereof shall not exceed five inches square or nine feet in length.—(Emigrants; Revised Statutes, c. 21.)

Masters of vessels bringing passengers from Europe to pay 2*s.* 6*d.* for every such passenger.

TRINIDAD.—GEORGE HOGG, *Consul.*

DECEMBER 6, 1861.

From the long absence of my predecessor in office, it appears from the record book of the consulate that the department has not been made familiar with the commercial relations of this island; and I would, therefore, beg leave briefly to communicate a few facts. * * *

* * Trinidad is the largest of the Windward West Indies, being the most southern of that long chain of islands linking North with South America; being separated by only a narrow passage of water from the mainland of Cumana, a province of Venezuela, and receiving the trade of the interior through the delta of the Orinoco, (several of the branches of which discharge themselves into the Gulf of Paria,) it possesses a position unrivalled in importance

by any of the neighboring islands. Its commerce with the main is chiefly with the towns of Maturin and Guina, within the Gulf, and with Ciudad de Bolivar and Barrancas, on the Orinoco. Notwithstanding the disturbed condition of political affairs in Venezuela, according to the custom-house books, the exports from this colony to the main amounted in the year 1860 to £30,700 sterling, of which £13,522 was for cotton goods, and £6,774 for flour. In time of peace these exports are much larger. But it must be remembered that these custom-house returns give only the amount of goods on which drawback was paid; and according to the regulations of customs drawback can only be claimed on unopened packages. The actual trade therefore is much larger. From the dry goods merchants engaged in this business, and who are therefore competent to judge accurately, I learn that it cannot amount to less than £100,000 annually; nor can this sum be rated too high when we consider that several of the firms now in the trade individually sell to the merchants of the main from £2,000 to £20,000 annually. In return Trinidad is dependent on Venezuela almost entirely for its supply of fresh meat, the value of which in the year 1855 amounted to £16,867. Since the present hostilities this supply has been much interrupted, as the cattle on their way to the coast are liable to seizure for the uses of the army. In addition to this there is imported annually of other articles, such as vegetables, mules, &c., to the amount of $50,000. When peace is restored this trade may be greatly augmented by the establishment of a line of steam communication, and the adoption of a more liberal tariff on the part of the Venezuelan government. But not only does Trinidad become important from its proximity to the main, but its rich alluvial soil and undeveloped natural resources cause it to rank among the most promising of the British West India colonies. Since emancipation its progress has been much checked by the want of a laboring population; but this deficiency is being rapidly supplied by the large coolie immigration conducted under the auspices of government.

From this scarcity of labor only about 60,000 acres out of an area of 1,287,600 acres is at present under cultivation. Yet, even under these disadvantages, its exports for the present year up to December amount to 31,313 hogsheads, 6,470 tierces, 2,191 barrels of sugar; 7,520 puncheons, 416 tierces of molasses; 2,421 puncheons of rum; 7,538,392 pounds of cocoa; 3,240 pounds of coffee; 216 bales, 44 seroons of cotton; and 2,140 tons of asphaltum. This is without taking into consideration the new crop of sugar, which is not yet ready for cutting, and of which very little has been received into the market; while at the same time the present has been a most unfavorable year for the planter on account of the continuous rains.

Trinidad, with its fertile soil adapted to the cultivation of every product common to the tropics, as well as for many of a more temperate clime, could easily sustain a million of population; while at present it cannot number more than 80,000; requiring only a sufficiency of labor to bring under cultivation its fertile valleys, (now so luxuriant with primitive vegetation,) and to remove the primeval forests, which abound with many valuable and diversified woods now so little known to trade. Trinidad is not, therefore, like many of the neighboring islands, an exhausted colony, which under fostering care furnishes the utmost of its products, but a new and growing country, promising under liberal management a rich and annually increasing return for the labor employed. Like the rest of the West India islands it is closely allied to the United States by a flourishing commerce, being entirely dependent on the States for its supply of breadstuffs and lumber. These imports for the year 1860 consisted of 51,551 barrels, 2,837 half barrels of flour; 4,881 barrels, 885 half barrels of pilot bread; 3,593 barrels, 25 half barrels of pork; 299 barrels, 3,043 half barrels, 208 quarter barrels of beef; 12,896 bags of corn; 8,491 barrels, 1,645 half barrels of corn meal; 4,087 puncheons of oil meal; 164 hogsheads, 1,571 bales, 175 boxes of cavendish tobacco; 5,040,480 feet of white pine lumber; 1,635,876 feet of pitch pine lumber; 25,176 bundles of shooks; 281,220 staves; 1,772,862 cypress shingles; 122,200 cedar shingles; 1,339,665 hoops; 153 horses; 739 mules.

While notwithstanding the interruption to the trade from the present civil war these im-

ports for the present year, up to November 22, have reached 36,598 barrels, 1,565 half barrels of flour; 4,462 barrels, 790 half barrels of pilot bread; 14,860 boxes of candles; 4,186 barrels, 194 half barrels of pork; 538 barrels, 1,215 half barrels, 112 quarter barrels of beef; 6,758 pails; 8,189 kegs of lard; 8,802 bags of corn; 6,616 barrels, 725 half barrels of corn meal; 4,155 puncheons of oil meal; 141 hogsheads, 756 bales, 29 boxes of cavendish tobacco; 3,912,439 feet of white pine lumber; 713,000 feet of pitch pine lumber; 16,957 bundles of shooks; 154,200 staves; 2,183,750 cypress shingles; 346,500 cedar shingles; 17,228 bundles of hoops; 90 horses; 566 mules. From the fears entertained by shippers from the privateering of the so-styled Southern Confederacy, a large proportion of this trade is now carried by foreign vessels, which command higher freights than American vessels.

A most serious inconvenience is at present experienced by merchants in the American trade from the want of a regular mail communication by a line of steamers to some port in the States. If a connexion could be formed with the intercolonial steamers at St. Thomas by a line of small steam vessels plying twice a month to New York, it would be highly advantageous; tending thereby not only to draw more closely the commercial ties which already bind these prolific islands to our own land, but proving a strong inducement to the large passenger travel now forced to find its way to Europe by the Royal Mail Steamship Company's vessels, *via* Southampton, to take the route *via* New York, on account of the superior accommodations and less expensive rates of the New York and Liverpool steamers. * * * *

Customs duties.

Beef, per half barrel	$1 00	Matches, per gross	$0 60
Beer, per dozen	12	Oats, per bushel	5
Bran, per cent. *ad valorem*	3½	Olive oil, per cent. *ad valorem*	3½
Brandy, per gallon	96	Meal, per bushel	5
Bread—pilot, per barrel	15	Onions, per cent. *ad valorem*	3½
Bricks, per 1,000	24	Peas, per bag	10
Butter, per pound	2	Pitch, per barrel	12
Candles—tallow, per 100 lbs	50	Pork....do	2 00
composite...do	1 44	Porter—London, per hogshead	2 40
Cheese.....do	1 20	London and Scotch, per dozen	2 12
Coals, per hogshead	24	Potatoes, per cent. *ad valorem*, (barrel)	3½
Codfish, per 100 lbs	24	Rice, per 100 lbs	2 48
Corn meal, per barrel	24	Sugar—refined, per 100 lbs	40
Corn—yellow, per bag	10	crushed....do	2 40
Flour, per barrel	1 20	Salt, per cent. *ad valorem*	3½
Gin, per gallon	96	Shingles—cypress, cedar, and pine, per 1,000	24
Hams, per 100 lbs	1 00	Slates—Duchess, per cent. *ad valorem*	3½
Hay, per cent. *ad valorem*	3½	Soap, per 100 lbs	24
Hoops—wood....do	3½	Staves, per 1,000	40
iron.....do	5	Shooks, per bundle	12
Lard, per 100 lbs	6	Tar, per barrel	12
Lime, per hogshead	24	Turpentine, per gallon	16
Lumber, per 1,000 feet	1 50	Tobacco, per pound	9
Mackerel, per barrel	60	Wine—Teneriffe, per gallon	16

TURK'S ISLAND.—ANDREW G. CAROTHERS, *Consul.*

DECEMBER 13, 1860.

I have the honor to inform you that the postal communications from the United States to Turk's Island are very unfrequent and uncertain. I was informed by the colonial secretary that, until a very recent date, the citizens of this island had not received letters from the United States for four months.

The latest dates in this consulate from the Department of State are those brought by myself. Prior to my arrival a long period elapsed since receipt of official correspondence.

The communications to the United States from Turk's Island are very frequent. Vessels seldom come direct from the United States to this port; but on their return home from neighboring ports they stop here, in ballast, and take in cargoes of salt, and clear direct for the commercial cities of the United States. While, therefore, we cannot receive letters and packages with any regularity and frequency, we are generally at no delay to transmit our mail matter to our country. I take the liberty thus early of respectfully calling the attention of the honorable the Secretary of State to this important subject, and to ask the privilege of suggesting that the United States despatch agent at New York be informed that the only regular and certain means of sending letters and packages to Turk's Island will be by the steamer Karnak, which sails monthly between New York and Nassau, (New Providence;) and also by packets from New York to St. Thomas, which run regularly every month. Any information about times of sailing of the packets can be obtained of Maitland, Phelps & Co., agents, Nos. 45 and 47 Exchange place, New York.

All mail matter sent to Nassau for Turk's Island should be stated "in care of the United States consul at Nassau;" the same direction with reference to St. Thomas should also be observed. I will arrange for their sending the same to Turk's Island.

At Nassau and St. Thomas there is a monthly mail communication with Turk's Island.

A small schooner, the "Alma," has lately been placed on these lines; first, to connect at Nassau with the Karnak, and convey the mails to Turk's Island, and, secondly, to connect at St. Thomas with mail steamers from various ports, and then to convey the mails to Turk's Island. Whenever communications can be thus regularly enjoyed, this consulate can have the pleasure of communicating with the Department of State about once in every month; and American citizens residing here will share in the great privilege of often receiving intelligence from their homes, their friends, and also upon business.

TURK'S ISLAND, *January* 2, 1861.

A return of the number of vessels which have passed the light-house for Turk's Island passage, between sunrise and sunset, from the 1st *of January*, 1860, *to the* 1st *of January*, 1861.

Steamers	1
Ships	11
Barks	104
Brigs	349
Schooners	204
Total	669

JOHN ADAMS, *Light-house Keeper.*

ANDREW G. CAROTHERS, *United States Consul.*

JANUARY 12, 1861.

I have the honor to enclose herewith a copy of "An ordinance enacted by the president and council of the Turk's and Caicos islands, under the supervision of the captain general and governor-in-chief in and over the Island of Jamaica, to amend and consolidate the laws relating to wrecks within these islands, and to establish a court to inquire into cases of wreck and to settle disputed cases of salvage."

The greater portion of the property wrecked within the limits of this consulate belongs to citizens of the United States. In its operations this ordinance directly concerns American interests, and, I think, cannot but be beneficial to our commerce.

1860.—No. VI.

AN ORDINANCE enacted by the president and council of the Turk's and Caicos islands, under the supervision of the captain general and governor-in-chief in and over the Island of Jamaica, to amend and consolidate the laws relating to wrecks within these islands, and to establish a court to inquire into cases of wreck and to settle disputed cases of salvage.

Whereas it is expedient that the laws relating to wrecks within these islands should be consolidated and amended, and that a competent tribunal should be established within the same for holding special inquiries into wrecks, and for settling disputed cases of salvage: may it therefore please your Majesty that it may be ordained by his honor William Robert Inglis, esquire, president of the council administering the government of the Turk's and Caicos islands, and the legislative council of the said islands, under the supervision of the captain general and governor-in-chief in and over the Island of Jamaica, and it is hereby ordained by the authority of the same.

I. That there shall be established within these islands a court to be known by the title of the court of inquiry into cases of wreck and salvage of the Turk's and Caicos islands, which court shall have cognizance of, and jurisdiction to inquire into, hear, try, determine, and settle all cases of wreck which may occur within these islands, and all cases of salvage which may be brought before it.

II. That the said court shall consist of the judge of the supreme court of these islands for the time being, and two fit and proper persons to act as assessors, who shall, from time to time, be nominated by the president.

III. That the said court shall be holden at the court-house at Grand Turk, and shall meet whenever the president shall direct a court of inquiry to be held, or whenever an appeal to such court is made in manner hereinafter directed, and such court shall have power to adjourn from time to time, as often as may be necessary.

IV. That it shall be lawful for the president to appoint some fit and proper person to be clerk to the said court.

V. That all summonses and warrants to be issued out of the said court shall be under the hand of the judge and seal of the said court, and shall be directed to the high constable, who shall serve the same, or cause them to be served by some other constable.

VI. That all attorneys of the supreme court may practice as council of the said court.

VII. That from and after the commencement of this ordinance all vessels and boats intended to be employed, either casually or continually in wrecking, within these islands, shall be licensed for that purpose, under the hand and seal at arms of the president, each of which licenses shall have a distinguishing number, and shall be according to the form set forth in the schedule to this ordinance annexed, and shall continue in force for one year and no longer.

VIII. That it shall not be lawful for the master and crew of any boat or vessel not licensed, to work at any wreck; and any person working at a wreck, in contravention of this clause, shall forfeit all claim to salvage in respect of any services rendered by him: *Provided, always*, That nothing herein contained shall be construed to extend to prevent unlicensed vessels or boats from being employed in rendering assistance to vessels, persons and goods wrecked, stranded, or otherwise in peril, in cases where there may be no licensed vessels or boats, or not a sufficient number of licensed vessels or boats present to render efficient and timely aid to the particular vessel, persons, or goods so being there wrecked, stranded, or in peril.

IX. That there shall be paid at the office of the colonial secretary at Grand Turk, and at the offices of the several acting secretaries of the colony:

On the annual wrecking license for every open boat under five tons burden	£0 10 0
For every vessel with a deck, of five and not exceeding ten tons burden	1 0 0
For every vessel of ten and not exceeding twenty tons	1 10 0
For every vessel of twenty tons burden and upwards	2 0 0

X. That it shall not be lawful for the master of any vessel licensed under this ordinance (open boats excepted) to employ on board of such vessel any person or persons without first entering into an agreement in writing with every such person in manner and in accordance with the form prescribed by and under the penalties imposed by the act of assembly of the Bahama Islands, passed in the second year of her present Majesty's reign, chapter 3d.

XI. That the master of every vessel or boat licensed under this ordinance shall provide for such vessel or boat a flag showing conspicuously the distinguishing number of her license in dark figures at least eighteen inches long, on a white ground, which flag shall always be displayed at the head of the mast, or of one of the masts of such boat or vessel, while such boat or vessel is employed at any wreck, or in rendering assistance to any vessel in distress, as also on approaching any wrecked or stranded vessel, or any vessel in distress, and on entering port after having been at any such wreck, or employed in rendering assistance to any vessel in distress as aforesaid, and such flag shall also be kept displayed at all times while any wrecked property shall be and remain on board of such boat or vessel; and every master of any such licensed boat or vessel who shall neglect to provide himself with a proper flag as aforesaid, or who shall neglect to display such flag in manner aforesaid, or who shall display a flag with a false number, shall for every such neglect forfeit and pay a penalty of not less than five shillings, nor more than five pounds: *Provided, always*, That in the case of row boats, the distinguishing number of the license shall be painted, in the like conspicuous manner, on the bow of every such boat.

XII. That the master or person in charge of any such licensed vessel of ten tons, who shall first board any vessel wrecked, stranded, or in distress, or if two or more such masters board any such vessel simultaneously, then one of them to be selected by the master or other chief officer or person in charge of such vessel; or if no vessel of ten tons shall be at such wreck, then some one of the salvors present, to be selected by the master or officer in charge of such vessel, shall, under the direction of such master, chief officer, or other person aforesaid, become the leader of all wreckers employed at, or engaged in saving property from, or otherwise rendering assistance to any vessel, and such person shall be styled the wreck-master; and it shall be his duty to aid the master or other chief officer, or other person in charge of the vessel so wrecked, stranded, or in distress as aforesaid, to preserve order and adopt all measures to give every facility, at the command of the salvors, for the preservation of life and property, and generally to see that the regulations established by this ordinance be observed and obeyed by all persons concerned; and any person wilfully or knowingly acting contrary to, resisting the authority of, or otherwise disobeying the orders of such master, chief officer, or other person in charge as aforesaid, or of the wreck-master aforesaid, or who shall commit any act of violence, or make use of any threat towards any other person employed thereat, shall, on conviction, be liable to pay a fine of not less than one pound, nor exceeding one hundred pounds, or to imprisonment for any term not exceeding six months; in addition to which punishment, every person so convicted shall be liable to permanent or temporary disqualification from commanding or serving on board of a wrecking vessel or boat in manner hereinafter provided for.

XIII. That it shall be the duty of the wreck-master, whenever thereto required by the master or officer in charge of any vessel wrecked, stranded, or in distress, to select from among the licensed vessels then being present, a commodious vessel to convey the passengers, officers, and crew of such wrecked, stranded, or distressed vessel, with their personal baggage and effects, to such port within the government as the said master shall designate; and the masters, owners, officers, and crew of every licensed vessel so employed shall be entitled to salvage, to be estimated according to the size of the vessel so employed, and which shall be a charge on the wrecked, stranded, or distressed vessel, her materials and cargo, and shall have priority over all other claims for salvage.

XIV. That whenever any wrecked or derelict property, goods, or merchandise shall be brought to any port within the colony, the receiver general and treasurer, or other revenue officer acting for him, shall select and appoint some secure, convenient, and commodious place or places where the aforesaid wrecked or derelict property, goods, or merchandise shall be stored, and remain under the custody of some officer of the revenue until sold; and if after such place be appointed, any salvor shall refuse or neglect to land or store such property, goods, or merchandise as aforesaid, or any part thereof, at such appointed place or places, he shall forfeit all salvage upon the property, goods, or merchandise otherwise landed or stored, and such property, goods, or merchandise may be recovered and seized in the same manner as if they had been embezzled.

XV. That all persons debarred from the privilege of commanding or serving on board of vessels or boats licensed under this ordinance shall forfeit all shares to which they would be entitled during the period of the continuance of their disqualification if they shall be employed by the owner or master of any such licensed vessel or boat.

XVI. That in case of stranding, where the vessel cannot be saved, it shall be the duty of the wreck-master to see that there be no crowding of the crews of the wrecking boats and vessels on board of the wreck, so as to impede the proper and careful saving of the cargo, but that only as many as can conveniently and expeditiously work haul alongside at the same time, priority being given as nearly as practicable in the order in which they may have arrived; and that it shall not be lawful to land any property from a wreck elsewhere than at the port of discharge, unless there shall not be a sufficiency of wrecking vessels to receive the whole, nor until the vessels present shall have been all laden.

XVII. And whereas, in cases of stranding, the safety of the stranded vessel may be endangered by persons unnecessarily pressing on board thereof: Be it ordained that it shall be the duty of the wreck-master to aid the master, or other chief officer of the stranded vessel, to prevent any person or persons, against the wish, or without the consent of such master, or other chief officer from entering on board of such stranded vessel; and if found necessary, it shall be lawful for such master, or other chief officer, and the wreck-master, and any other person or persons whom they shall call to aid, to repel by force any person or persons so improperly pressing on board such vessel; and in case any person shall molest such master, or other chief officer of such vessel, or the wreck-master, or any other person aiding them, and employed in the preservation of such vessel, or shall endeavor to impede and hinder the saving of such vessel, and the cargo laden on board thereof, such person shall, on conviction before any two justices of the peace, forfeit and pay a sum not less than one pound, and not exceeding ten pounds, and suffer such imprisonment, not exceeding three months, as the convicting justice shall direct: *Provided, however*, That in the event of the attempts of such master, or other chief officer as aforesaid, and of the wreck-master and other persons employed in endeavoring to save such vessel, proving unsuccessful, and if it shall become necessary to take out the cargo of such vessel, or obtain sufficient additional aid for the purpose of carrying out anchors, kedges, or warps, or of otherwise assisting the said vessel off the ground, then as many wrecking boats and vessels then present, as shall be deemed to be necessary by the wreck-master, shall be permitted by him, in the order in which they may have come to the assistance of such vessel (as in the next preceding section provided) to haul alongside, and obtain a load of the cargo, or other property belonging to such vessel, until the whole thereof be saved, or to afford such assistance as aforesaid, as the case may be; and if any such wreck-master shall, without reasonable and just cause, refuse to give such permission, or conform to the terms of this ordinance, he shall, on conviction before any two of her Majesty's justices of the peace, forfeit and pay a sum not exceeding fifty pounds, and in default of payment be imprisoned for any period not exceeding eighteen months, and also forfeit his license for a period of twelve months in addition to his liability to the party aggrieved in an action for damages.

XVIII. That it shall not be lawful for any person employed in saving property from a wrecked vessel to break open, cut, chop, or otherwise purposely injure any package of the cargo or lading of such wreck for the purpose of ascertaining the contents thereof; but every part of the lading of such wrecked vessel, and of all other property on board of or belonging to such wreck, shall be saved, if practicable, in the state and in the order in which the same may be found, or may come to hand; nor shall it be lawful for the cables and anchors attached to any wreck to be removed therefrom, or the lower masts, and standing rigging, or the tackles, blocks, and other portions of the gear of such wreck, necessary to facilitate the removal and preservation of the cargo, be cut away or removed, except by consent of the captain or other person in charge, until such cargo shall have been saved; and any person offending in any of the particulars aforesaid shall, on conviction before any two justices of the peace, forfeit and pay a penalty of not less than one pound, nor more than ten pounds; and shall also forfeit all right and title to participate in any salvage awarded for the saving of any such property, besides being disqualified, by the convicting justices, from commanding or serving on board of a wrecking vessel or boat, for a period not exceeding six months.

XIX. That it shall not be lawful for the master or other chief officer of a vessel stranded, or in distress, and requiring assistance, to make any bargain or agreement with any salvor for a participation in the remuneration or salvage to be obtained by such wrecker for his services under a penalty against such master or other officer of one hundred pounds, and against any salvor who shall be a party to such agreement of entire forfeiture of the remuneration or salvage to which he would otherwise have been entitled, and a disqualification from commanding or serving on board of a wrecking vessel or boat for a period not exceeding two years.

XX. That any agreement made between the master or other chief officer in charge of any vessel in distress, or stranded, within the waters of these islands, and any master or any person belonging to a licensed vessel or boat, for the services to be rendered by the latter, shall not be binding on either party, if after he or they shall have arrived at any port within the colony where the question of compensation for the services which shall have been performed, can be legally and equitably adjudicated, he or they shall think proper to refer or submit such question for inquiry and adjudication.

XXI. That the wreck-master, in consideration of the trouble and responsibility by this ordinance imposed on him, shall be entitled to extra remuneration, and it shall be lawful for the court or justices of the peace by or before whom the question of remuneration or salvage is decided or awarded, if satisfied of the correct and impartial performance by such wreck-master of the several duties imposed on him by this ordinance, to award to such wreck-master an extra salvage, or remuneration, from five to twenty pounds, as, according to the circumstances of the case and the whole amount of salvage earned, the court or justices shall consider equitable. And it shall also be lawful for the said court or justices to award to any person engaged in the saving of any property (for which service the said court or justices shall award salvage generally) who may be seriously injured or wounded in such service a compensation therefor out of the property saved on the occasion, of any sum not exceeding twenty pounds in addition to any salvage to which such wounded or injured person may be entitled; and in case any person shall lose his life while engaged in such service it shall be lawful for such court or justices to award, from the property saved, to the widow or other personal representative or representatives of any person so losing his life, a sum not exceeding twenty pounds, in addition to any salvage such deceased person may have earned for salvage of such property or any part thereof.

XXII. That if the master of any vessel or boat licensed, under this ordinance, shall take out of the colony any wrecked, stranded, or derelict property saved by him, his officers, or crew, or of which he or they shall in any way become possessed, under the authority of this ordinance, every such master and every person aiding and assisting him in so doing shall forfeit

and pay a sum not less than fifty pounds nor exceeding five hundred pounds; and if any master, as aforesaid, of any licensed vessel or boat shall neglect or refuse, with all convenient speed, to convey any wrecked, stranded, or derelict property saved by himself, his officers, or crew, either to the port of Grand Turk or to such other port of entry within the colony as may be selected for that purpose by the master of the wrecked or stranded vessel, every such master so offending shall, for every such neglect or refusal, forfeit and pay a sum not less than ten pounds nor exceeding fifty pounds.

XXIII. That all her Majesty's naval officers who may be stationed, or happen to be on or near the limits of these islands, and who shall fall in with, or arrive at any vessel wrecked, stranded, or in peril, within the waters of these islands, may, at the solicitation of the master of the wrecked vessel, assume the duties, and be invested with the full power and authority of wreck-master, and who shall be guided and bound by all the provisions of this ordinance for the guidance of the said wreck-master.

XXIV. That whenever any ship is lost, abandoned, or materially damaged within the waters of these islands, it shall be lawful for the principal revenue officer, or some other revenue officer deputed by him, or such other person as may be appointed by the president, residing at or near the place where such loss, abandonment, damage, or casualty occurred, to make inquiry respecting such loss.

XXV. That the said revenue officers respectively, or other person so appointed as aforesaid, shall, as soon as practicable, proceed to examine, upon oath, (which oath they are hereby respectively empowered to administer,) any person or persons belonging to any vessel wrecked, or to which any casualty shall have occurred within the limits of the government of these islands, or any other person who may be able to give any account of the matters following, that is to say—

1st. The name and description of the ship.

2d. The name of the master and of the owners.

3d. The names of the owners of the cargo.

4th. The ports or places from and to which the ship was bound.

5th. The occasion of the distress of the ship.

6th. The services rendered.

7th. All such other matters or circumstances relating to such ship, or to the cargo on board the same, as the said revenue officers or other person so appointed as aforesaid think necessary.

XXVI. That immediately after having made such investigation as aforesaid, such revenue officer or officers, or other person so appointed as aforesaid, shall report to the president upon the nature and causes of any accident or damage which any ship has sustained, or is alleged to have sustained; and for the purposes aforesaid every such revenue officer, or other person so appointed as aforesaid, in cases where he has reason to suspect that the provisions of this ordinance, or the laws for the time being relating to merchant seamen are not complied with, or are in any way violated, shall have the following powers, that is to say—

1st. That he may go on board any ship which may be or may have been in distress, or any vessel or boat licensed under this ordinance, and inspect the same, or any part thereof, or any of the machinery, boat's equipments, or articles on board thereof, to which the provisions of this ordinance apply, not unnecessarily detaining her from proceeding on any voyage.

2d. He may enter and inspect any premises, the entry or inspection of which appears to him to be requisite for the purposes of the report which he is hereby directed to make.

3d. He may, by summons under his hand, require the attendance of all such persons as he thinks fit to call before him and examine for such purpose, and may require answers or returns to any inquiries he thinks fit to make.

4th. He may require and enforce the production of all books, papers, or documents which he considers important for such purpose.

5th. He may administer oaths, or may, in lieu of requiring or administering an oath, require every person examined by him to make and subscribe a declaration of the truth of the statement made by him in his examination.

6th. Every person who refuses to attend as a witness before any such revenue officer, or other person appointed as aforesaid, after having been required to do so in manner hereby directed, or who shall refuse or neglect to make any answer, or to give any return, or to produce any document in his possession, or to make or subscribe any declaration which such revenue officer, or other person appointed as aforesaid, is hereby empowered to require, shall for each offence incur a penalty not exceeding ten pounds.

XXVII. Every person who wilfully impedes any such revenue officer, or other person appointed as aforesaid, in the execution of any duty, or in the exercise of any of the powers imposed on or vested in such revenue officer, or other person appointed as aforesaid by this ordinance, shall, on conviction thereof, be liable to a penalty not exceeding twenty pounds.

XXVIII. If it appears to the president, either upon or without such preliminary inquiry as aforesaid, that a formal investigation is requisite or expedient, he shall direct the court to hear the case; and such court shall thereupon proceed to hear and try the same, and shall for that purpose, so far as relates to the summoning of parties, compelling the attendance of witnesses, and the regulation of the proceedings, have the same power as if the same were a proceeding relating to an offence or cause of complaint upon which justices of the peace have power to make a summary conviction or order, or as near thereto as circumstances permit, and upon the conclusion of the case the said court shall send a report to the president containing a full statement of the case, and of its opinion thereon, accompanied by such extracts from the evidence and such observations (if any) as it may think fit.

XXIX. And if, in the course of any such investigation, it shall appear to the court conducting the same that there is a reasonable ground for believing that any criminal offence, over which the courts of law of the colony or the magistrates thereof have jurisdiction, has been committed by any person or persons whomsoever, it shall be lawful for such court to deal with the person or persons on whom such suspicion rests, as aforesaid, in the same and like manner as if such person or persons had been brought before a justice or justices of the peace charged with such offence as aforesaid; and all subsequent proceedings for the investigation of the charge and trial of such person or persons shall be had and conducted in the same and the like manner as if a charge had been regularly made against such person or persons in the ordinary form in which criminal charges are laid.

XXX. That it shall be lawful for the President to defray, by warrant, out of the public treasury one moiety of all expenses attending the establishment of the said court, and the holding of such official investigations as aforesaid: *Provided*, That the other moiety be defrayed by the home government: *Provided, also*, That the moiety of the expenses to be defrayed out of the public treasury of this colony for the establishment of the said court and for making such investigations shall not exceed one hundred pounds in any one year.

XXXI. That whosoever shall wilfully and unlawfully set fire to, cast away, or in any way destroy any vessel within the limits of the government of these islands, or who shall exhibit any false light or other signal with intent to bring any vessel then being on or near the coasts of these islands into danger, or who shall unlawfully destroy by fire or otherwise any vessel which may be wrecked, or otherwise in distress or peril, on or near the coasts of these islands, or any part of any such vessel, or any property or effects then being or which had been laden on board of any such vessel, or who shall unlawfully do anything tending to the immediate loss or destruction of any vessel then being in distress or peril on or near the coasts of these islands, or who shall conspire or otherwise agree with any other person to do anything tending

to the loss, destruction, injury, or placing in peril of any vessel within the limits of the government of these islands, or on or near the coasts thereof, or of any property or effects laden or being on board of any such vessel, or who shall, by force, prevent or impede any person endeavoring to save his life from any vessel which shall be in distress, or wrecked, stranded, or otherwise cast ashore within the limits aforesaid, (whether he shall be on board or shall have quitted the same,) shall be guilty of felony, and being convicted thereof shall be liable to be imprisoned with hard labor for any term not less than one nor exceeding five years.

XXXII. That whosoever shall plunder or steal any part of any ship or vessel which shall be in distress, or wrecked, stranded, or cast on shore within the limits of this government, or on or near the coasts thereof, or any money, goods, or articles of any kind belonging to or on board of any such ship or vessel, or which may have been otherwise wrecked, stranded, or cast ashore, shall be guilty of felony, and on conviction shall be liable to be imprisoned, with hard labor, for any term not less than six months nor exceeding five years: *Provided, however*, That in all cases of larceny or embezzlement of wrecked or stranded property, when the value shall not exceed the sum of five pounds, it shall be lawful for any two of her Majesty's justices of the peace to adjudicate, if they shall think fit so to do, in a summary manner, without the intervention of a jury, and to adjudge the party charged with any such larceny or embezzlement, should such justices find him guilty thereof, to imprisonment, with hard labor, for any term not exceeding six months.

XXXIII. That if any person belonging to, or employed, or being on board of any vessel or boat licensed under the authority of this ordinance, or if any other person who may be employed in wrecking or saving wrecked property otherwise than under license as aforesaid shall, by virtue of such calling or employment, become possessed of any chattel, money, or valuable security, and shall fraudulently retain possession of or dispose of the same, or any portion thereof, in violation of the just rights of the owner or owners thereof, but under such circumstances as shall not amount in law to larceny or embezzlement, every person so offending shall be guilty of a misdemeanor, and shall be liable, where the value of the article or articles retained or disposed of as aforesaid shall not exceed ten pounds, on conviction before any two of her Majesty's justices of the peace, to be imprisoned, with or without hard labor, for any term not exceeding three months; and where the value of the article or articles as aforesaid shall exceed ten pounds, on conviction in the supreme court of these islands, to be imprisoned, with or without hard labor, for any term not exceeding two years; and every person so convicted as aforesaid shall, in addition to the punishment aforesaid, be disqualified from again commanding or serving on board of a wrecking vessel or boat for a period not exceeding twelve months, if the justices or court shall so think fit, and shall also forfeit all claim to any share or shares of salvage or remuneration to which he would otherwise have been entitled, one moiety of which share or shares shall be collected and paid into the treasury of these islands in aid of the expense thereof, and the other moiety thereof to the person or persons who shall have given information sufficient to convict the offender or offenders: *Provided, always*, That if, upon the trial of any person charged with a misdemeanor under this section, it shall be proved that the property in question was taken in such a manner as to amount in law to larceny or embezzlement, such person shall not, by reason thereof, be entitled to be acquitted of such misdemeanor.

XXXIV. That in case the master or any other officer of any vessel which may have been wrecked, stranded, cast away, or otherwise in peril within the limits of this government, or the consul, or consular agent, of any foreign state, or potentate, or the agent of the said vessel, or the agent of the underwriters, or other persons concerned and interested in any money, goods, wares, merchandise, ship's materials, or articles of any kind that may have been on board of the said vessel at the time of her being so wrecked, stranded, cast away, disabled, abandoned, or sunk, shall make oath before a justice of the peace that he has reason

to believe that any part of the cargo, materials, or articles, as aforesaid, have been embezzled or not duly accounted for, and that the masters and crews of any one or more vessels, or others, (designating such vessels and persons,) have been employed in saving property from any such wrecked, stranded, cast away, or abandoned vessel, or vessel under water, it shall thereupon be lawful for such justice to grant one or more search warrant, or search warrants, to search the vessels, houses, and premises of the masters and crews of the said vessels, or other suspected persons, or any one or more of them, for the property, materials, or articles so embezzled, or not accounted for.

XXXV. That if any money, goods, merchandise, ship's materials, or articles of any kind belonging to any ship or vessel in distress, or wrecked, stranded, or cast on shore, deserted, abandoned, or found under water, shall, by virtue of such search warrant, or otherwise, be found in the possession of any person or persons, or on the premises of any person or persons, with his, her, or their knowledge or consent, and any such person being carried before a justice of the peace shall not satisfy the justice that he, she, or they came lawfully by the same, and did not conceal the same for a fraudulent purpose, then the same shall, by order of the justice, be forthwith delivered over to or for the use of the rightful owner thereof, and the offender, on conviction of such offence before such justice, shall forfeit and pay over and above the value of the money, goods, merchandise, or articles so found, such sum of money, not exceeding twenty-five pounds, as to the said justice shall seem meet; and should the person or persons in whose premises or possession such property be found have been instrumental by himself or servants in saving the same, or any part of the cargo, materials, or other articles whatsoever that may have come from the ship or vessel from whence the property found shall have come, he, she, or they, and all and every other person or persons so concerned in such embezzlement or fraud shall forfeit all right to any salvage or remuneration they might otherwise have been entitled to for services rendered or property or money saved.

XXXVI. That if any person shall offer or expose for sale any goods, merchandise, or articles whatsoever, which shall have been unlawfully taken, or reasonably suspected so to have been taken, from any ship or vessel in distress, or wrecked, stranded, or cast on shore, as aforesaid, in every such case any person to whom the same shall be offered for sale, or any officer of the revenue, or peace officer, may lawfully seize the same, and shall, with all convenient speed, carry the same, or give notice of such seizure, to a justice of the peace; and if the person who shall have offered or exposed the same for sale, being duly summoned by such justice, shall not appear and satisfy the justice that he came lawfully by such goods, merchandise, or articles, then the same shall, by order of the justice, be forthwith delivered over to or for the use of the rightful owner thereof, upon payment of a reasonable reward, to be determined by the justice, to the person who seized the same; and the offender, on conviction of such offence before the said justice, shall forfeit and pay over and above the value of the goods, merchandise, or articles, such sum of money, not exceeding twenty pounds, lawful money, as aforesaid, as to the justice shall seem meet.

XXXVII. That in the case of any felony punishable under this ordinance, every principal in the second degree, and every accessory before the fact, shall be punishable in the same manner as the principal in the first degree is by this ordinance punishable, and every accessory after the fact to any felony punishable under this ordinance shall, on conviction, be imprisoned for any term not exceeding two years.

XXXVIII. That all fines and pecuniary penalties imposed by this ordinance, the recovery of which is not otherwise provided for, shall, when the amount thereof does not exceed ten pounds, be recovered before any one of her Majesty's justices of the peace, and when the same shall exceed ten pounds, shall be recovered in the supreme court of these islands, and the payment of all such fines and penalties shall be enforced by levy and sale of the offender's goods and chattels, or by arrest of the person of the offender, and the committal thereof to

any lawful prison within the colony: *Provided, however*, That no imprisonment under this clause shall extend to a longer period, in case of a recovery before a justice of the peace, than six months, nor, in case of recovery in the supreme court, to a period of two years: *And provided, also*, That imprisonment in any such case shall always cease upon the payment of the fine and penalty and costs of proceeding.

XXXIX. That all offences under this ordinance, in which the mode of proceeding is not by this ordinance defined, shall be tried in the supreme court of these islands, and it shall be lawful for the said court, on the conviction of a person for any such offence, or for any other offence over which the said court shall have jurisdiction, as also for any justice or justices of the peace in cases in which such justice or justices has or have the power of summary adjudication, to add to any sentence which they may now or hereafter be empowered to pass upon any person who shall have been duly convicted of any offence punishable by law, that the convicted person shall be, either for a definite period or thereafter wholly, disqualified from commanding or serving on board of a wrecking vessel or boat.

XL. That the President in council shall have the general superintendence of all matters connected with the provisions of this ordinance, and it shall be lawful for the President in council, from time to time, to make such regulations as may be deemed needful for carrying into effect the provisions of this ordinance, which regulations, together with a synopsis of this ordinance, shall be furnished to every master of a vessel or boat licensed under this ordinance.

XLI. That any person who may be convicted of any offence under this ordinance shall, in addition to the pains and penalties attached to such offence, forfeit all claim to any salvage remuneration for services performed under this ordinance, in respect of the particular vessel or property to which such offence related, and the amount of the share of such person shall be collected by the receiver general and treasurer, and one moiety thereof shall be paid into the public treasury in aid of the expenses of the government, and the other moiety to the person or persons who shall have given information sufficient to convict the offender: *Provided, always*, That nothing herein contained shall be construed to apply to the forfeiture of the shares of the owner or other person interested, unless he or they shall have been proved to be a party or parties to the commission of such offence.

XLII. That if any action or suit shall at any time be commenced or prosecuted against any person or persons for anything done in pursuance of this ordinance, the defendant or defendants in such suit or action may plead the general issue, and give this ordinance and the special matter in evidence at the trial of such action or suit, and that the same was done in pursuance and by the authority of this ordinance; and if the plaintiff be nonsuited, or discontinue his action after appearance, or if judgment be given for the defendant or defendants, such defendant or defendants shall be entitled to his costs.

XLIII. That in all cases of conviction under this ordinance before justices of the peace, the parties convicted shall have a right to appeal against such conviction to the said court of inquiry according to the provisions contained in ordinance No. 16 of 1849, entitled "An ordinance for regulating appeals in cases of summary conviction;" which provisions shall be held to apply to all such appeals, but the conviction and minutes of evidence shall be sent by the convicting justice or justices to the clerk of the court of inquiry, and the petition setting forth the grounds of appeal shall be filed by the appellant with the said clerk instead of the clerk of the crown, as is directed in the said ordinance.

XLIV. Whenever any ship or boat is wrecked, stranded, or otherwise in distress, and services are rendered by any person,

1st. In assisting such ship or boat;

2d. In saving the lives of the persons belonging to such ship or boat;

3d. In saving the cargo or apparel of such ship or boat, or any portion thereof, there shall be payable by the owners of such ship or boat, cargo, apparel, or wreck, to the person

by whom such services are rendered, or by whom such wreck is saved, a reasonable amount of salvage, to be determined, in case of dispute, in manner hereinafter mentioned.

XLV. That whenever any dispute shall arise between the master, chief officer, owner, agent, or consignee, of any such ship, boat, cargo, apparel, or wreck, as aforesaid, or in case of derelict property or unclaimed wreck, the provost marshal, and the salvors, as to the amount of salvage, and the parties to the dispute cannot agree to the settlement thereof, then such dispute may, with the consent of the parties, be referred to the arbitration of two justices of the peace, of whom each party to the dispute shall nominate one, and in the event of such justices disagreeing as to the amount of salvage to be awarded, such justices shall select and appoint a third justice of the peace, who shall act as an umpire: *Provided, always*, That if either of the parties to the dispute does not consent to have the amount of salvage referred to arbitration, or if, after an arbitration, either party is dissatisfied with the award given by such justices or umpire as aforesaid, then, upon application by either of the said parties or their respective agents, every such disputed claim with respect to salvage may be heard and adjudicated by the said court of inquiry.

XLVI. That every revenue officer appointed to take charge of wrecked property shall be furnished by the colonial secretary with a list of all the boats and vessels which have been licensed, and the date of such licenses; and whenever any person in charge of any vessel or boat which has been employed at a wreck shall land any wrecked property, it shall be the duty of such revenue officer to satisfy himself, by inspection of the license, or otherwise, that every such boat has been licensed, and that such license is still in force, and if any boat so employed shall be found to have no valid license, the revenue officer shall forthwith report the same to the receiver general and treasurer, and whenever the question of salvage shall be submitted for decision either to the justices or to the court, it shall be the duty of the receiver general to furnish the parties who are appointed to decide such question with a list of all such unlicensed boats, in order that the law may be enforced against the masters and crews of such boats.

XLVII. That the said justices, or their umpire, or the said court, may call for the production of any documents in the possession or power of either party which they or he or the said court may think necessary for determining the question in dispute, and may examine the parties or their witnesses on oath, and administer the oaths necessary for that purpose.

XLVIII. That all magistrates lawfully acting as arbitrators or umpires in all matters of award of salvage or remuneration for services rendered under the provisions of this ordinance, shall be entitled to receive for each case on which they shall be lawfully employed as aforesaid the sum of one pound; and any warehouse keeper giving his attendance at any warehouse for the receiving and delivering of any wrecked or derelict goods, shall be entitled, during extra hours, to receive six shillings sterling for every such extra hour; such sums to be deducted and paid out of the gross proceeds of the sale of the wreck, or of the goods or merchandise recovered from such vessel wrecked, stranded, or in distress.

XLIX. That the master, chief officer, owner, agent, or consignee of any vessel wrecked, stranded, or in distress, may refuse to submit the question of salvage to arbitration until the sale of such wrecked or other property shall have been concluded; and in such case such master, chief officer, owner, agent, or consignee, as aforesaid, shall enter into bond, with good and sufficient sureties, to abide the award of the arbitrators, on the decision of the said court of inquiry in such case, and to pay the salvage to be awarded within a reasonable time, such bond to be entered into before the receiver general and treasurer, and to his satisfaction; and upon such bond having been given, it shall be lawful for such master, chief officer, owner, agent, or consignee, as aforesaid, to require the sale of such wrecked or other property at public auction.

L. That the provost marshal of these islands, whenever any derelict goods may come into

his hands by virtue of his office, before selling the same at public auction, shall give public notice of such sale; and whenever it shall be made to appear to the satisfaction of the president in council that there is no reason to believe that any lawful claimant to any such derelict property can or will ever appear, in such case it shall be lawful for the president to direct the sale of such property by the provost marshal without waiting for the expiration of twelve months from the period when the same was saved; and the net proceeds of such sale, after the payment of the salvage awarded, shall be paid over to such person as may be appointed as receiver of droits of admiralty within these islands.

LI. That the provost marshal is hereby authorized to conduct the sale of any derelict property without the intervention of an auctioneer, and for such sale shall be entitled to charge a commission of five per cent. on the gross proceeds arising therefrom, and no more.

LII. That this ordinance may be cited for all purposes as the Court of Inquiry Ordinance No. 6, 1860.

LIII. That the word "president," whenever it occurs in this ordinance, shall be understood to mean the person lawfully administering the government for the time being; and that the word "council" shall be understood to mean the executive council of these islands; and that the word "ship" shall include every description of vessel used in navigation not propelled by oars; and the word "wreck" shall be understood to include jetsam, flotsam, logan, and derelict, found in or on the shores of the sea or any tidal water.

LIV. That from and after the commencement of this ordinance, the act known as 11th of Victoria, chapter 24, in the printed copies of the Laws of the Bahamas; and also the 8th section of the act 2d Victoria, chapter 3; and also the 5th, 6th, 7th, and 8th sections of the act 4th Victoria, chapter 25; and also the 17th, 18th, 19th, and 20th sections of the act of the 2d Victoria, chapter 5, severally extended to these islands; also ordinance No 7 of 1854, shall be, and the same are hereby, repealed.

W. R. INGLIS, *President.*

UNITED STATES CONSULATE, *Turk's Island, July* 10, 1861.

Return of the number of vessels which have passed the light-house at the entrance of this passage, from sunrise to sunset, from January 1 *to July* 1, 1861.

Steamers	1
Ships	6
Barks	38
Brigs	93
Schooners	119
Total	257

J. ADAMS, *Light-house keeper.*

ANDREW G. CAROTHERS, *United States Consul.*

JULY 29, 1861.

I have the honor to remark that, in my despatch No. 11, to the department of 13th December, 1860, I invited attention to the mail arrangements of this colony.

As I am expected, by the 14th section of the Consular Regulations, "to note all events which bear upon the commerce between *this* country and the United States," I would embrace this opportunity to state, for the benefit of steamship companies having intercourse with the West Indies, that to place Turk's Island in their routes might possibly be worthy of their notice. And, among others, for the following reasons:

Turk's Island has some political connexion with Jamaica. Letters coming from England *via* New York would reach here sooner than by any other route.

The Turk's Island passage enjoys advantages over most of the West India passages. A light-house, a full description of which is contained in my despatch No. 51, of April 15, 1861, has been erected on the northern point of the island, and with its guidance vessels may pass in greatest security. No pilot or port dues are required of vessels carrying the mails. Two hours' detention, and that made without anchoring, might suffice for all the purposes of a steamer and for these islands.

The trade would be of some value. The imports for the year 1860 amounted to about $200,000. Seven-eighths of the articles imported are from the United States. A large proportion of this trade might be secured.

At the present time travel can only be made by means of small craft, and after long, expensive, and vexatious delays. This travel would nearly all be taken by a steamer regularly stopping here.

These islands might be made a delightful resort in the winter season for invalids. A regular temperature, a summer climate, with entire freedom from miasma, would invite many travellers to pass the winter here.

It would only be necessary, with regular steam communication, to secure hotel accommodations.

I have no doubt that to any feasible enterprise the government of this colony would extend a most decided and favorable consideration and support. Indeed there can be no misgiving on this point, for in reference to a proposed Bahama inter-insular communication, which it is intended shall embrace, under certain circumstances, Nassau, Inagua, Cape Haytien, Porto Plata, Turk's Island, and St. Thomas, his honor, President Inglis, in his last annual message to the colonial legislature, says: "When it is considered how completely this arrangement would place this colony in the centre of various diverging routes, which would connect it with all parts of the world, exertion on our part should surely not be wanting to enable such a project to be carried out. Under such an arrangement this colony would have the benefit of no less than four channels of communication for the conveyance of mails, passengers, and merchandise, viz: first, through Porto Plata, where a Spanish steamer running between St. Thomas and Havana, stopping at some intermediate ports in Cuba and Porto Rico, touches bi-monthly; second, through Cape Hayti with Port au Prince, to which place there is a direct line of four steamers of twelve hundred tons from Liverpool, one of which arrives out about the sixth of each month, proceeding from thence to Kingston, Jamaica, and ports in the Spanish main, touching at Santa Martha, Carthagena, and Aspinwall, and returning by the same route to Port au Prince about the 28th of the month, and from thence proceeding direct to Liverpool; third, through Nassau, where there is a monthly steamer to and from New York, carrying English and American mails; and fourth, through St. Thomas, where the proposed steamer would touch once a month, conveying our usual English and West India mails."

JULY 29, 1861.

I have the honor to inform you that on the 8th of April, 1861, a census of the colony was taken by order of the government, from which it appears that the population of the Turk's and Caicos islands shows an increase of (34½) thirty-four and a half per cent. over the census of 1851, which gave a return of 3,250 souls; the population on the 8th of April, 1861, having amounted to 4,372, consisting of 2,437 adults and 1,945 young persons from one to fifteen years of age.

Agricultural laborers, the principal number being at the Caicos, are stated to be 482; total laborers in the colony, exclusive of boatmen and mechanics, amounting to 2,043, of whom, however, only the small proportion of 671 are returned as laborers in the salt ponds.

JULY 30, 1861.

I have the honor to refer to advantages which may be easily enjoyed at Grand Turk by our commerce, should the enterprise of opening or converting a large sheet of water existing on this island, called the Northern Creek, into a harbor of refuge, be consummated.

The central position of Grand Turk, as regards the West Indies, must attract attention in the United States as to a place better qualified for a great commercial depot, in many respects, than St. Thomas, whose deadly climate is contrasted with the salubrity of these islands, where fever and other contagious diseases may be said to be unknown, and where the only want is a safe and convenient harbor, the establishment of which would lead to more important results to this colony than any increase they may have in the manufacture of salt.

The vast importance of this subject may be at once comprehended by a consideration of statements made by his honor, W. R. Inglis, esq., president of these islands, in his "minute" to the legislative councils of 1859 and 1860. In 1859 he says: "I have lately received a proposition from Dr. John R. Russ on the subject of forming the Northern Creek of Grand Turk into a harbor of refuge. This project, which is proposed to be effected by means of a ship canal entering into the creek, to be combined with marine and other railways for the repairs of shipping and conveyance of salt, would prove the means of rendering Turk's Island, from the central position it occupies as regards the West Indies and their extreme salubrity, an important commercial depot and coaling station for steamers. Towards effecting such an object an ordinance will be introduced granting to a company, to be styled the "Turk's Island Harbor and Railroad Company," certain corporate rights, some or all of which you may possibly think proper to concede. To expatiate on the advantages which must accrue to public and private interests in this colony generally, by utilising this land-locked harbor where a fleet could be moored as in a dock, which indeed it is of nature's handiwork, containing sufficient water for any class of merchant vessels and most men-of-war, would at present be premature, and is even unnecessary, as no words of mine could enhance advantages which must be obvious to every individual in the colony. Such a work, which in its widest sense may be considered a national one, in the benefits arising from which every maritime nation at peace with Great Britain might participate, would reflect credit on any country, and must, therefore, if brought to a successful issue by its promoters, reflect on them and on this colony an honor which would endure with the work itself."

In 1861 he says: "In my minute at the opening of the council in 1859, I adverted to the formation of a harbor of refuge here by the construction of a ship canal into the Northern Creek. * * * The opinion of my predecessor cannot better be displayed than by quoting the following graphic words from a document, written by him in 1849, descriptive of the advantages accruing to the colony from the execution of such a work as that in question: "In undertaking," says Mr. Forth, "this simple and beneficial work, the government would secure, in case of a war, a central naval port, a refuge for our vessels-of-war, as well as for our mercantile shipping—a secure harbor where vessels could be repaired and refitted. In time of peace, Grand Turk would become the emporium, the exchange mart, the warehouse of the West Indies—the resort of vessels of all nations, where annual fairs might be held, and goods shipped promptly and securely within its land-locked harbor."

President Inglis, in concluding his "minute" on this subject, remarks that "the central position of Grand Turk with regard to ports in the West Indies and the Spanish main—exempt from those fatal diseases so prevalent in these places, affording every commercial facility, free of all charges on warehoused goods and shipping, would seem to make it invaluable for the formation within it of an entrepot of foreign goods, even without the additional advantage of such a harbor, more particularly, perhaps, at this moment, from its proximity to the United States and under the existing circumstances of that country. This convenience once expe-

rienced, the construction of the harbor of refuge would probably follow as a natural consequence, by which means Grand Turk would rival, and eventually surpass, as a great commercial emporium, the thriving but deadly port of St. Thomas."

AUGUST 1, 1861.

I have the honor herewith to enclose the "annual comparative statement of the value of and duties paid upon imports into and exports from the Turk's and Caicos islands for the years ended 1859 and 1860, respectively, together with the number of vessels, amount of tonnage, and number of men inwards and outwards during the same period." By a statement made by his honor the president to the legislative council it appears that the value of imports has been gradually and almost annually progressive since the separation of these islands from the Bahama government, in 1848; the value of goods consumed within the colony during 1860 having amounted to £35,873 9*s* 11*d*, or $172,192 78, while their average annual value from 1849 to 1860, twelve years, both inclusive, being only £29,436 8*s* 9*d*, or $141,294 90. It follows that their actual value in 1860 has exceeded the above-mentioned average by £6,437 1*s* 2*d*, or $30,897 88; the year 1860, as compared with the year 1849, showing, moreover, an increased consumption of imports within the colony of no less an amount than £16,167 11*s* 6*d*, or $77,604 36.

Comparative statement of the values of, and duties paid upon, imports into and exports from the Turk's and Caicos islands, for the years ended 1859 *and* 1860, *respectively, together with the number of vessels, amount of tonnage, and number of men inwards and outwards during the same period.*

1859.

Ports of entry.	IMPORTS.		INWARDS.		
	Value.	Duties.	No.	Tons.	Men.
Grand Turk	£37,539 16 6	£3,548 13 4	296	36,473	1,842
Cockburn harbor	374 9 11	22 9 8	32	5,107	230
Salt Cay	4,118 17 9	393 9 10	93	16,581	633
West Caicos	621 16 8	30 14 4	1	179	12
Total	42,655 0 10	3,995 7 2	422	58,340	2,717

1859.

Ports of entry.	EXPORTS.		OUTWARDS.		
	Value.	Duties.	No.	Tons.	Men.
Grand Turk	£19,067 3 8	£974 3 7	287	31,931	1,768
Cockburn harbor	3,602 2 2	256 3 2	46	7,036	315
Salt Cay	10,819 1 2	763 19 2	115	21,463	790
West Caicos	----------	----------	1	179	12
Total	33,488 7 0	1,994 5 11	449	60,609	2,885

STATEMENT—Continued.

Ports of entry.	1860. IMPORTS. Value.	Duties.	INWARDS. No.	Tons.	Men.
Grand Turk	£37,155 14 7	£3,595 5 11	273	26,609	1,586
Salt Cay	4,208 19 6	525 12 8	88	15,856	572
Cockburn harbor	308 6 8	19 6 10	36	6,263	262
West Caicos	385 19 2	42 13 2	4	381	24
Total	42,058 19 11	4,182 18 7	401	49,109	2,444

Ports of entry.	1860. EXPORTS. Value.	Duties.	OUTWARDS. No.	Tons.	Men.
Grand Turk	£18,676 1 8	728 6 7	284	24,981	1,656
Salt Cay	10,477 6 11	683 3 6	102	18,516	673
Cockburn harbor	4,757 9 9	295 8 11	44	7,762	314
West Caicos	----------	----------	4	381	24
Total	33,910 18 4	1,706 19 0	434	51,640	2,667

AUGUST 2, 1861.

I have the honor to inform you that the revenue of this colony for the half year ended June 30, 1861, from duties on imports amounted to $8,180 80. The revenue from duties on exports for the same period amounted to $2,287,70. For the quarter ended June 30, 1861, the total revenue of the colony amounted to $10,230 60, and for the same period the expenditures have been $9,529 93.

With reference to the excess of imports generally over exports in this colony, it may be well to remark that many "proprietors," instead of selling their salt on the spot, send it on freight to the United States, where it is sold and the proceeds invested in articles of import, by which it would appear that the amount of cost to the colony of a large portion of the goods imported is, in fact, only the original cost of the cargoes of salt at their place of production, and that the profit obtained on the salt by its sale in the United States is really a profit on the return commerce of the colony, which should, therefore, appear to its credit, in place of being included in the balance of trade against it. The practice of shipping salt on their own account has, in consequence of low prices, prevailed here among the proprietors of ponds to a much greater extent than formerly.

AUGUST 2, 1861.

I have the honor to enclose herewith a comparative statement of the quantity, in bushels, and value of salt exported from the Turk's and Caicos islands for the years ending 31st December, 1859, and 1860, respectively.

By this statement it will be seen that the total export of salt during 1860 amounted to 1,638,672 bushels, and of the value on the spot of £27,725 8*s.* 4*d.*, or $133,082, showing a decrease in quantity under 1859 of upwards of a quarter of a million of bushels, but a slight advance in price.

The export in 1859, amounting to 1,914,524 bushels, being of value on the spot of £29,251 6*s.* 4*d.*, or $140,406 36, while that of 1860, although less by £1,525 18*s.*, or $7,324 32, shows, nevertheless, a proportionate advance in price of five-eighths of a penny per bushel.

A comparative statement of the quantity, in bushels, and value of salt exported from the Turk's and Caicos islands for the year ending December 31, 1859, *and* 1860, *respectively.*

Ports of entry.	1859.				1860.			
	Salt.	Value.			Salt.	Value.		
	Bushels.	£	*s.*	*d.*	*Bushels.*	£	*s.*	*d.*
Grand Turk	935,212	14,895	6	8	699,196	12,490	18	7
Salt Cay	733,400	10,753	17	6	655,848	10,477	0	0
Cockburn harbor	245,912	3,602	2	2	283,628	4,757	9	9
Total	1,914,524	29,251	6	4	1,638,672	27,725	8	4
Total value in dollars		140,406	36			133,082	00	

AUGUST 5, 1861.

I have the honor to invite your attention to the following statement in the report made by my predecessor on October 15, 1860, and published in the "Commercial Relations for 1860," page 84:

"The tax of two and a half per centum on the net sales of wrecked goods will be borne principally by American commerce, nine-tenths of the property wrecked in this colony being American."

Since the above report was transmitted information has been received here that her Majesty the Queen has disallowed said tax of two and a half per centum; and all the provisions relating to the same have been repealed.

AUGUST 17, 1861.

I have the honor to acknowledge the receipt of a letter dated January 23, 1861, addressed by the honorable the Secretary of State to Professor Joseph Henry, Smithsonian Institution, Washington, D. C., and transmitted to this consulate.

In this letter, after stating the reference of the "Meteorological Journal of the Turk's islands" to Professor Henry, the remark is made, viz:

"It may be proper to add that frequent inquiry is made at this department in respect to the best places in the West India islands for invalids, a fact which would doubtless enhance the value of the information thus presented with so much care and system."

It appears necessary to state, in order to a satisfactory reply, that the Turk's islands lie in latitude 21° 31′ north; longitude 71° 4′ 70″ west from Greenwich.

These islands consist of two inhabited cays and several smaller ones, which, together, form the eastern boundary of the principal passage for vessels sailing from the United States to the various ports of Hayti, Cuba, Jamaica, and Central America.

On the western side of the passage, which is at its narrowest part about twenty miles wide, lie a few islands, rather larger than the Turk's islands, but not nearly so populous.

They are connected with the latter under one colonial government, and are called the Caicos islands.

The entire group of the Turk's and Caicos islands form a part, geographically, of the more extensive group of the Bahamas or Lucagos, which stretch from the middle of the northern coast of St. Domingo to the Florida peninsula.

It may not be uninteresting or uninstructive just here to remark that the Turk's islands have some claims to be recognized as the first land discovered in America, the real Guanahani—the landfall of Columbus. And while the subject of this despatch forbids any particular reference to this great historical event, I cannot but add that the statement now made is, in my opinion, worthy of far more investigation and consideration than it has hitherto received.

The geological formation and physical features of these islands are the same as those of the other Bahama islands, and in these respects they differ as much from the West Indies proper on the one hand as they do from the continent of North America on the other. The soil is poor, consisting of little but sand and rock; and the mountains, rivers, and magnificent trees, which add so much to the beauty of the West Indies, are entirely wanting here. Not that the islands are destitute of verdure, or even of trees of a smaller growth, but, to adopt the language of an old historian, "It is a region where nature has been generous without prodigality, and in which she teaches ambition a lesson by her own example." The want, however, of much that adorns the landscape is partially compensated for by the absence of the numerous causes of fatal fevers which exist in the more luxuriant vegetation of the neighboring countries, and by the purity of the atmosphere and the remarkable transparency of the ocean waters that wash the coasts of all these islands.

I know not how better to show the great advantages of these islands for invalids than to present a meteorological table, which I have compiled with much labor from authentic records, and which, in a condensed manner, exhibits two important statements for the sick, viz: the average temperature and rain gauge for five years, from 1855 to 1861.

METEOROLOGICAL TABLE: 1855—1861.

Mean and extreme temperature, with amount of rain fallen at Grand Turk, one of the Turk's and Caicos islands. Height above the sea 15 *feet.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
Thermometer mean.	76	78	76	80	80	82	84	84	84	83	81	79	80.07
Ther'eter extreme	82	83	81	84	84	86	88	88	88	88	85	84	85.01
	72	74	72	75	75	80	81	81	81	78	76	71	76.04
Rain, inches	0.20	4.30	0.90	1.50	1.03	0.11	1.00	1.20	2.40	2.30	0.50	0.99	16.53

Before proceeding further I may state that, owing to a severe bronchial affection of long standing, I was compelled to desist from my labors as a minister and a pastor in Washington, D. C. In this condition the President of the United States, having kindly honored me, on the 2d day of October, 1860, with an appointment as United States consul at Turk's island, I gladly accepted the same, hoping to find relief in the genial climate of the tropics. I reached here in December following, and on the 11th of said month entered upon my duties at the consulate. Of course my short sojourn, thus far, of eight months is insufficient to effect any permanent change; but I can say for myself that I have received great benefit, and every day my cough decreases, and my health generally improves.

Desiring to obtain all the information within my reach, and to furnish the same to the department, I addressed a letter to his honor President Inglis, making certain inquiries on this subject, a copy of which letter I herewith enclose.

The president did me the honor to lay my communication at once before the colonial legislature, and the result was a reference of my letter to D. B. Bascome, M. D., the colonial physician, with instructions to the colonial secretary to furnish me with all the facts he might be able to obtain. I have since received from his honor the president, through the colonial secretary, the following statements of Dr. Bascome:

"We had no epidemic here from the 1st of January, 1856, to the 31st of December, 1860, except an epidemic of sore throat, which prevailed in 1859."

The deaths in five years have amounted to 179, of which 58 have been from old age, and only 8 from diseases of the lungs.

"From the mildness of our climate," says Dr. Bascome, "the infrequency of epidemics among us, and our exemption from fevers of a malignant character, I think these islands are well adapted as a winter residence for invalids, especially those laboring under affections of the chest."

In reply to my letter of July 12, Dr. Bascome, in substance, says:

1st. The diseases most prevalent in these islands are such as arise from derangements of the liver.

2d. I think the climate here best adapted to diseases of the pulmonary organs.

3d. Epidemics are of exceedingly rare occurrence.

As the inquiry of the honorable the Secretary of State is not confined to Turk's islands, but is made "in respect to the best places in the West India islands for invalids," I did myself the pleasure to address the reverend James T. Hartwell, W. M., on the subject, knowing that his residence for twenty-five years in the West Indies, his extensive acquaintance, his knowledge of medicine, and his duties and position as a missionary, have given him many opportunities for forming correct opinions. He cheerfully and promptly furnished me with the following valuable information. He says:

"In answer to yours of this day, requesting information in respect to the best places in the West Indies for invalids, I beg to say that my personal observation has only extended to the Bahamas, Turk's islands, St. Domingo, and Jamaica. With regard to the former, I believe that some parts of Nassau, the capital, are healthy, and as much or even more may be said of some of the smaller islands; as, for instance, of Harbor island, where valetudinarians from Nassau occasionally resort.

"The whole of this region affords a pleasant retreat for consumptives during the winter months, but in the summer the atmosphere is often very hot and oppressive. It is also to be noted that the list of diseases is greater than in those islands situated within the tropics, embracing those of both the torrid and temperate zones.

"Inagua has been visited with severe and fatal fevers.

"The climate of Turk's islands is one of the most salubrious in the world. The only drawback with regard to pulmonary affections is the generally highly rarefied state of the atmosphere. This, however, would only prove an inconvenience to those cases which require a moist air.

"The towns of Jacmel, Jérémié, Cape Haytien, Puerto Plata, and perhaps San Domingo city, in the island of St. Domingo, are healthy and, on account of the beautiful vegetation, variety of surface, and agreeable alternation of sea and land breezes, offer many advantages to pulmonary patients and dyspeptics. Port au Prince and Gonaives I think decidedly unfavorable to chest diseases, although the latter is a very healthy town generally. Kingston and Spanish Town, Jamaica, with some smaller places in the south of the island, are not considered healthy; but I believe there are some beautiful locations in the interior and on the northern coast."

In conclusion, I would add that these islands suffer for want of proper hotel accommodations. But should they ever become the resort in the winter season for invalids this demand would very soon be met by having the desired residences. They also are greatly in want of frequent and regular steam communications. I need not refer to this matter in this connexion, as I fully explained it in my despatch No. 11, of December 13, 1860, and also in my despatch No. 80, of July 29, 1861. I can only state that any feasible enterprise, I feel assured, would receive the most favorable consideration and support of the authorities administering the government of this colony.

I have had great pleasure in presenting the facts mentioned in this despatch, and it will be a matter of much gratification ever to know that the statements now furnished have been of any importance in exhibiting the advantages for invalids of this delightful climate and these comparatively unfrequented islands, and that they have in the least aided my suffering fellow-countrymen in pursuit of health. * * * * * * * *

SEPTEMBER 30, 1861.

I have the honor to transmit herewith my report on the trade of this consular district during the year ending September 30, 1861.

The total number of American vessels arrived, 136, of which 19 were barks, 59 brigs, 56 schooners, and 2 ships. Aggregate tonnage, 27,468 $\frac{63}{95}$. Number of seamen inward, 494, and outward, 485. Value of cargo inward, $40,286 92, and outward, $72,280 36. Quantity of salt outward, 790,104 bushels; value of salt outward, $72,280 36. 457,540 bushels of salt, valued at $34,315 50, were exported during the half year ending June 30, 1861.

The average price of salt in 1861 has been about seven and a half cents per bushel; export duty one-half cent per bushel. A bushel contains 35 imperial quarts. Pilotage is $3 for 100 tons and under, and 50 cents additional for every 50 tons over 100. Light duty eight cents per ton. The rates of exchange between this and London are about two per cent. The rates of exchange between this and New York are mostly at par.

The terms on which merchandise is bought and sold here is for cash and salt. When a credit is allowed, three months is the usual time given. If cash be paid at the time of sale, two and a half per cent. is generally deducted; and this discount is generally uniform. A discount of two and a half per cent. is often allowed masters of vessels purchasing salt when cash is paid as a bonus to them. At times when salt is sold for drafts on the United States about half cent per bushel is added to the cash market price.

The expense attending the importation of goods from St. Domingo is about one dollar per barrel, and from this to St. Domingo about sixty cents. The expense on importations from either Nassau or St. Thomas is about eighty cents per barrel.

The account current of this colonial government for the six months ending June 30, 1861, shows receipts, $29,075 98, and expenditures, $18,470 96.

By the enclosed schedule of the public revenue for the quarter ending June 30, 1861, in comparison with the corresponding quarter in 1860, it will appear that the revenue from imports shows a falling off of $197 82, and that on exports for the same period an increase of $309 60. For the half year ending June 30, 1861, there is a deficit of $769 18 on imports, and an increase on exports of $1,352. In 1860 the value of articles imported into this colony, more than two-thirds of which are from the United States, amounted to $201,883 18. During the year 1860 the value of salt exported amounted to $133,082, and the quantity to 1,638,672 bushels. Salt, the only production of the colony, and wrecked goods, are the sole articles of export.

My despatch No. 87, of August 1, 1861, contained the annual comparative statement of the value of and duties paid upon imports to and exports from the Turk's and Caicos islands for

the years ended 1859 and 1860, respectively, together with the number of vessels, amount of tonnage, and number of men, inward and outward, during the same period.

My despatch No. 89, of August 2, 1861, transmitted a comparative statement of the quantity in bushels and value of salt exported from the Turk's and Caicos islands for the year ending December 31, 1859 and 1860, respectively.

The total revenue of this colony for the year 1860 amounted to $67,990 42; expenditures to $54,789 44. At the beginning of the present year there was a balance of $13,149 23½ in the treasury.

On February 15, 1861, the new colonial tariff went into operation, a copy of which I had the honor to enclose with my despatch No. 94, of August 3, 1861. I now enclose a duplicate copy, at the same time remarking that "the tax of two and a half per centum on the net sales of wrecked goods" spoken of in the "Commercial Relations for 1860," has been disallowed by her Majesty's government. This ordinance is entitled, "An ordinance, 1860, No. 20, for raising a revenue for the support of the Turk's and Caicos islands."

Wrecked property saved within this presidency for ten years (1851 and 1860) was valued at $268,240 64, of which amount at least $200,000 belonged to citizens of the United States.

From the commencement of the present year to this date four wrecks have occurred; one American vessel from Boston, bound to Cienfuegos, of the burden of 290 tons, having an assorted cargo, and three British vessels, with aggregate tonnage of 558; and the property saved was valued at $2,981 44, making a total value of said property of $4,451 46.

Vessels have passed the Turk's islands' light-house during the year just ended, of which two were steamers, ten ships, 80 barks, 257 brigs, and 233 schooners. This light-house, situated in latitude 21° 31′ N., and longitude 71° 7′ 40″ W. from Greenwich, a most invaluable improvement, rendering vast benefit to our commerce, is very minutely described in my despatch No. 51, of April 15, 1861. The subject of steam and mail communications, referred to at length in my despatch No. 11, of December 13, 1860, and also in No. 80, of July 29, 1861, between the United States and West Indies, by way of this passage, receives importance in view of the facilities named.

The staple of the colony is salt. Nearly two millions of bushels of this article are exported annually, the greater portion to the United States. Grand Turk, the principal settlement, is about seven miles long, and from one and a half to two miles wide, and has about two hundred and twenty acres of salina under cultivation.

Salt Cay is about half the size of Grand Turk, and contains about 150 acres of salina in use. The East or Providence Caicos is about sixty miles in length and from five to eight in width, and its eastern end about twenty miles from Grand Turk, and it has about 120 acres under cultivation.

West Caicos is about nine miles long and from one and a half to two miles wide, and lies in a southwesterly direction from the west end of the East Caicos, distant about nine miles. At present no salina is opened up for cultivation. James Winter, esq., a citizen of the United States, and formerly United States consul at these islands, has obtained a lease from the government of the colony for twenty-one years, for one hundred acres of West Caicos salina. This salina is one of the finest in the colony, and if Mr. Winter carries out his enterprise on the scale which he contemplates, West Caicos will become an important part of this presidency, and to those capitalists engaged in it the enterprise will doubtless prove abundantly remunerative. Great improvements on the present methods of raking salt are to be introduced, which it is to be hoped will effect changes for the better on present machinery. These islands are all of coral formation and are surrounded by reefs and small uninhabited cays.

To the south of the East Caicos lies an extensive "bank," dotted here and there with reefs and rocks. The land is low and sterile and ill adapted to agricultural pursuits, the only

production, except salt, being a little Guinea corn. Some parts of the East Caicos, however, are eligible enough for grazing purposes.

During the last war between Great Britain and the United States, cotton and sugar, principally the former, were exported from the East Caicos to the first-named place in considerable quantities, but this was owing to the fact that during the continuance of the war the importation of cotton into Great Britain from the United States was stopped. The proprietors of Caicos were, therefore, with the high price given for their staple, enabled to make the cultivation of cotton a profitable business. After peace was declared, however, the Caicos estates were abandoned, and now, with the exception of salt, only a few vegetables are produced.

The salt made in the colony is by solar evaporation, and in the following manner: Salt water is admitted from the sea, through canals, into reservoirs, where it is retained until it is in making condition, or, in other words, until it is at 100° of the salometer—common sea water is 12°. When the water in the reservoir has attained to the strength of 100° it is turned into the pans to make. The pans are a level area, surrounded by and cut into compartments of from a quarter to a half acre each by a low stone fence of about eighteen inches in height. No cement is used in building the pans, the mud from the salina making them sufficiently tight. The salinas are divided into pans for the sake of convenience in raking and cleaning. The operation of cleaning is performed twice a year, and consists in throwing out, with wooden rakes, any mud and water which might have settled into the pans during the period when they are not making. After the pan is cleaned it is left to dry in the sun about twelve hours, when it is filled with pickle.

The water is turned from the reservoir into the pans by machines. The machines are constructed in the simplest form, and some idea may be had of the utter destitution of machinery in the manufacture of salt here, when this instrument, somewhat like the paddle-wheel of a steamboat, only a great deal smaller and turned by hand, is dignified with the appellation of machine. Some few of the machines are put in motion by sails, but this is only in places where a great deal of turning is required, and nearly all the pans are filled with hand machines. The pans being full, the remainder of the process is left with the benign influence of the sun, which causes the water to evaporate and salt remains to the depth of about three inches.

Rain often retards the making. The only remedy for this is to wait patiently for the evaporation of the water or to throw out the contents of the pan and refill it with brine. There are no coverings for the pans and very few houses for storing salt, the cost of labor for storing amounting annually to more than the value of the salt lost by exposure. The salt, therefore, is usually put in heaps of from three to four thousand bushels, and, without covering, is "left to the mercy of the elements."

When the pans are fit to rake, carts are employed to convey the salt to the shipping place. The salt is then placed in half-bushel bags, preparatory to shipping. The bags are passed into the ship by hand, and after being started are counted and returned into the boats. Ten thousand bushels can thus be placed on board a vessel in a day. Salt is generally made throughout the year, but what is called the "salt season" is from the beginning of May to the end of October, the other part of the year being more or less rainy.

The salinas are the property of the crown, and are leased at an annual rental for a term of years—twenty-one. The term for most of the salinas expires in a few days from this date.

An ordinance was passed in 1860, and which has since received the sanction of her Majesty the Queen, authorizing the establishment of a bank. This institution, however, is yet unorganized.

Although in my despatch No. 100, of August 17, 1861, "on the best places in the West Indies for invalids," I have referred to the geographical position, geology, meteorology, history, &c., of the islands, it may not be uninteresting to speak of other matters now suggested. While Columbus discovered the island of Guanahani on October 12, 1492, and the

statement is commonly received, and, indeed, not questioned, yet it is also true that there exist many doubts as to the precise island to which reference is thus made. Writers on the subject are divided into three classes: First, those who maintain that the Isle Guanahani is what is now called San Salvador or Cat island; secondly, those who maintain that the Turk's islands must have been the first land discovered by Columbus; and thirdly, those who maintain that this Isle Guanahani is what is now called Watling's island.

Columbus gave the name of "Lucayos" to those islands he discovered, for the reason that he had first sight of them on the festival of St. Luke. The general appellation now is the "Bahamas."

Controversies have arisen whether or not the Turk's islands were recognized or rather considered a part of the Bahamas. On the one hand it is contended that the Turk's islands were recognized as a part of the Bahamas by Parliament, in the 28 Geo. III, cap. 6, sec. 3. On the other hand, according to Herriera's History of the Indies, written at the close of the sixteenth century and translated and published in 1725, the topographical description of these islands does not appear to have been particularly given before the voyage of John Ponce de Leon in 1512. This voyager sailed from Porto Rico to make discoveries to the north of that place, and after having anchored at a place called Anguada he again anchored at the shoals of Barbucca, near an island called Del Viego or Old Man's.

An able writer, who signs himself "Isocrates," published an interesting statement on the early history of these islands in London, in 1803, and to this document I am indebted for many of the facts hereinafter stated. He says: "This island (Old Man's) there is reason to believe is the same as the Turk's islands, for it is laid down in some old maps in the same relative position with regard to the Caicos as the Turk's islands are laid down in modern maps. Another reason is that the Turk's islands receive their present name from a vegetable which grows here similar to a Turk: and this might have occasioned the ancient appellation of Del Viego or Old Man's." De Leon appears to regard Caicos as the first of the Lucayos he had seen. Abbe Raynal, who wrote and published his History of the Indies after the year 1764, excludes the Caicos as well as the Turk's islands from the Bahamas.

None of the Bahama islands were known to the English before the year 1667, when Captain Sayle, who had been sent out as the first governor to the proprietary government of South Carolina, happened to strike on the island of Abacoa, which he called after his own name, and in the following year, being again driven on it, called it Providence. He gave such an account of it to the Carolina proprietors as a favorable military position to check the French and Spaniards, that in the year 1670 they procured a grant from King Charles "of all those islands called Bahama, Eleuthera, Neavis, Providence, Inagua, and all other of those islands lying in the degrees of twenty-two to twenty-seven north latitude, commonly known by the name of Bahama islands, or the Islands of the Lucayos, with power and authority to enact laws," &c.

This does not include these islands. It is said that in no description of the Bahama islands are the Turk's islands expressly mentioned as Bahama islands, and by every description of the Bahamas prior to the year 1764, which gives their longitudinal and latitudinal positions, the Turk's islands are excluded.

Bermuda claims that it appears, by deposition taken before their chief justice in 1768, that the island now called Grand Turk was first discovered by them; and that from the records of Bermuda it appears they have been in possession and enjoyment of the salt ponds of Turk's islands from the year 1678. They continued in such possession and enjoyment of these until the year 1710, when the Spaniards dispossessed them by force and made prisoners of war of the inhabitants. In 1753 the French landed some men on these islands and erected wooden crosses, with inscriptions declaratory of their right to and possession of them. In 1764 the French sent a flotilla from St. Domingo, which attacked the salt rakers, destroyed their houses

and effects, and carried them off prisoners to Cape François. The difficulties were amicably settled by the English and French commissioners who met at Jamaica.

For sixteen years after the Turk's islands had been more particularly taken into his Majesty's protection the salt rakers continued to be governed by their own regulations, as assented to by his Majesty's representative, the agent.

In 1670 various difficulties arose between the Bahama and Bermuda governments respecting these islands. After a settlement of these, the Turk's islands, under the Bahama government, enjoyed peace and remained a part of said government until the year 1848.

On March 22, 1848, the Bahama government passed the Turk's islands separation act, which took effect from and after December 25, 1848.

By this act it was enacted and ordained "that the islands of Grand and Salt Cay, together with the small islands and cays immediately adjacent thereto, and which, together with the said islands of Grand and Salt Cay, are commonly known and designated as 'the Turk's islands,' and the islands and cays commonly known and designated as the 'Caicos islands,' together with all banks and cays situate, lying, and being to the eastward of the said Turk's islands and Caicos islands, and comprised within or deemed a part of, or appertaining to your Majesty's Bahama islands, shall cease to be component parts of the Bahama government, and all acts of the general assembly of the Bahama islands in force at the time of commencement of this act, save and except this act and the several acts hereinafter particularly designated, shall from thenceforth cease to be in force within, or have reference to the said Turk's islands and Caicos islands."

Also, that these islands "shall be subject to the supervision of such other colonial government as her Majesty, her heirs and successors, by any order in council for that purpose made and issued, shall order, direct, and appoint." The government "shall be administered by a president, to be appointed from time to time by her Majesty, her heirs and successors, who shall hold his office during pleasure."

The legislative authority "shall be vested in the president administering the government and a council of eight other persons, four of whom shall be from time to time nominated by her Majesty, her heirs and successors, and shall hold their office during pleasure; and the other four shall be elected by a majority of the tax payers of the said Turk's islands and Caicos islands, who are able to read and write. The said four last mentioned councillors shall be elected in such manner and for such term of years as her Majesty, her heirs and successors, from time to time, by any order or orders in council for that purpose to be made and issued, shall regulate and appoint. The legislative and other powers of the said council shall be regulated and defined in such manner as her Majesty, her heirs and successors, by any order in council to be for that purpose made and issued, shall limit, direct, and appoint."

The first president of this colony, his honor Frederick Henry Alexander Forth, esq., was inaugurated January 29, 1849, and continued in office till February, 1854. The honorable James Misick, senior, member of council, discharged the duties of president from this time until the arrival of the newly appointed president, his honor William Robert Inglis, esq., on May 12, 1854. Mr. Inglis still continues to fill the executive chair.

The military organization of the colony consists simply of a "volunteer rifle corps" on each of the three populated cays. In case of insurrection or riot this is the only means of defence. Formerly a detachment of the second West India regiment was stationed here. I enclose a copy of the ordinance authorizing "the enrolment of a volunteer rifle corps within these islands."

The Episcopal church is supported by the colonial government. There are three parishes. The Wesleyans and Baptists have missionaries in the colony.

The public schools of the colony are under one general inspector, and during the six years —1855 to 1860—the average attendance of scholars has been 390, and the annual cost for the

same has been $3,698 63. My despatch No. 83, of July 31, 1861, transmitted tabular statements on this subject.

The islands possess no particular physical beauty, not being diversified by rivers, lakes, mountains, valleys, &c. There is what is called "the Northern creek," a beautiful sheet of water, extending from the ocean, and capable of being made one of the finest harbors of refuge in this part of the world.

Everywhere in the colony the *cacti* are indigenous, and that particular species known as the "Turk's head" is to be found in great abundance.

Fish of almost every description abound. There are few if any reptiles. In comparison with other parts of the West Indies, insects are not numerous. Scorpions, centipedes, chigoes, lizards, guanas, and mosquitos are frequently seen. The domestic fowl of the United States, the duck, (canvas back and whistling,) pigeon, flamingo, plover, humming bird, and snipe are found here. The horse, mule, jackass, donkey, and every variety of cattle, though not in large numbers, are also found here. Added to these are the dog, cat, &c.

The thermometer ranges during the whole year from 70° to 86°. The fall of rain annually averages 16 inches. * * *

TURK'S ISLANDS.

Return of the number of vessels which have passed the light-house at the entrance of this passage from sunrise to sunset for the quarter ending September 30, 1861.

Ships	1
Barks	17
Brigs	77
Schooners	62
Total	157

JOHN ADAMS, *Light-house keeper.*

JAMAICA.

Customs duties.

	Duty. £	s.	d.
Ale, per tun	5	7	0
Asses, per head	0	5	0
Bacon, per cwt	0	10	0
Barley, (not being pearl barley,) per bush.	0	0	3
Beef—dried, per cwt	0	10	0
salted or cured, per bbl. of 200 lbs.	0	10	0
Beans, per bushel	0	0	3
Beer, per tun	5	7	0
Birds	Free.		
Books and maps	Free.		
Bread or biscuit, per cwt	0	6	0
Bricks, per 1,000	0	4	0
Bullion	Free.		
Butter, per cwt	0	9	0
Calavances, per bushel	0	0	3
Candles—composition, box of 56 lbs	0	7	0
tallow, box of 56 lbs	0	2	6
wax or sperm'ti, box of 56 lbs.	0	10	0
Cattle—neat, per head	0	10	0
Carriages, (not used for agricultural purposes,) for every £100 value	10	0	0
Carts and wagons	Free.		
Cheese, per cwt	0	10	0
Cider, per tun	4	7	0
Clothing—army and navy, and undress.	Free.		
Coals	Free.		
Cocoa, per cwt	0	10	0
Coffee, per cwt	1	0	0
Coin	Free.		
Coke	Free.		

JAMAICA.—*Customs duties*—Continued.

	Duty. £	s.	d.
Corn—Indian, per bushel	0	0	3
Fish—dried or salted, per cwt	0	2	6
smoked, per cwt	0	4	0
alewives or herrings, pickled, per barrel	0	2	0
herrings, smoked, box of 25 lbs	0	10	0
mackerel, pickled, per barrel	0	4	0
salmon, smoked, per cwt	0	10	0
salmon, wet or salted, per barrel	0	10	0
Flax	Free.		
Flour—rye and wheat, per barrel	0	8	0
Fruit—fresh	Free.		
Goats, per head	0	2	0
Guano and any other manure	Free.		
Gums	Free.		
Gunpowder, per pound	0	0	6
Hams, per cwt	0	10	0
Hand machines—spinning	Free.		
Hay and straw	Free.		
Hemp	Free.		
Hides—raw	Free.		
Horses, mares, and geldings, each	1	0	0
Hogshead shooks, each	0	0	6
Hydraulic and printing presses, each	4	0	0
Ice	Free.		
Iron—galvanized, for every £100 value	4	0	0
ditto, for roofing	Free.		
Indigo, per pound	0	0	3
Lard, per cwt	0	5	0
Leeches	Free.		
Matches—lucifers and others, gross of boxes	0	5	0
Malt dust	Free.		
Marble—in slabs or blocks, for every £100 value	4	0	0
Machines—horse-power, for every £100 value	4	0	0
Meat—fresh	Free.		
salted or cured, barrel of 200 lbs.	0	10	0
Meal—not wheat, per barrel	0	1	0
Mills, for every £100 value	4	0	0
Molasses, per cwt	0	3	0
Mules, per head	0	10	0
Oats, per bushel	0	0	3
Oil-cakes	Free.		
Oil, per gallon	0	0	4
Paintings in oil	Free.		
Patent fuel	Free.		
Pans for boiling sugar, for every £100 value	4	0	0
Peas, (not being split peas,) per bushel	0	0	3
Perry, per tun	4	7	0
Pipes for conveying fluids, for every £100 value	4	0	0
Plants—growing	Free.		
Ploughs, harrows, clod-crushers, cultivators, horseshoes, dibbles, and sewing machines, for every £100 value	4	0	0
Pork—salted or cured, barrel of 200 lbs.	0	10	0
Porter, per tun	5	7	0
Poultry	Free.		
Puncheon shooks, each	0	0	6
Pumps for raising water, for every £100 value	4	0	0
Railway truck-wheels, for every £100 value	4	0	0
Resins and rosin	Free.		
Rice, per cwt	0	2	0
undressed, per bushel	0	1	0
Salt, per cwt	0	0	1
rock	Free.		
Sarsaparilla	Free.		
Sausages, dry or pickled, per cwt	0	10	0
Sheep, each	0	2	0
Slates	Free.		
Soap, box of 56 pounds	0	3	0
Soda ash, or sub soda	Free.		
Specimens of natural history, &c	Free.		
Spirits—brandy, per gallon	0	7	0
gin, or B. P. rum, per gallon	0	6	0
whiskey, per gallon	0	5	0
spirits of wine, alcohol, and all other spirits or cordials, per gallon	0	8	0
Stills, or part of a still, for every £100 value	4	0	0
Steam-engines, for every £100 value	4	0	0
Sugar—refined, per pound	0	0	2
unrefined, per cwt	0	10	0
Swine, per head	0	2	0
Tallow, grease, and slush	Free.		
Tea, per pound	0	1	6
Tierce, per shook	0	0	6
Tiles—marble, for every £100 value	4	0	0
earthen	Free.		
Tobacco—manufactured, per pound	0	0	6
unmanufactured, per 100 lbs.	1	1	0
cigars, per pound	0	2	6
Tongues—dried, per cwt	0	10	0
salted or cured, per barrel of 200 pounds	0	10	0

JAMAICA.—*Customs duties*—Continued.

	Duty. £	s.	d.
Tortoise shell	Free.		
Tow	Free.		
Turtle	Free.		
Vegetables, fresh	Free.		
Wax, bees	Free.		
Wheat, per bushel	0	0	8
Wines, per tun	15	0	0
Wood—pitch pine lumber, one inch thick, per 1,000 feet	0	12	0
white pine lumber, or other lumber, one inch thick, per 1,000 feet	0	8	0
wood hoops, per 1,000 feet	0	1	0
Wood—shingles, cypress, exceeding 12 inches in length, per 1,000 feet	0	4	0
Boston chips, and all shingles not otherwise enumerated or described, per 1,000 feet	0	3	0
staves and headings, red, white, or ash	0	4	0
Wire, iron for fencing, and wire fencing, for every £100 value	4	0	0
Works of art	Free.		
All other goods not previously enumerated, for every £100 value	12	10	0

Export duties.

	Duty. £	s.	d.
Sugar, per hogshead	0	5	9
Rum, per hogshead	0	4	6
Coffee, per tierce	0	6	0
Pimento, per bag of 120 pounds	0	0	10
Logwood and other dye-woods, lignum-vitæ, ebony and cocus wood, per ton	0	1	0
Ginger, per cwt	0	1	0
Beeswax, per cwt	0	1	0
Arrow-root, per cwt	0	1	0
Cocoa-nuts, per 1,000	0	1	0
Honey, per cwt	0	1	0
Mahogany, per 1,000 feet	0	5	0

ANTIGUA.

Customs duties.

	Duty. £	s.	d.
Asses, each	0	4	2
Ale, beer, perry, and cider, per dozen quarts	0	0	9
in wood, per tun	2	0	0
Bread and biscuits, per barrel	0	1	6
Bricks and tiles, per 1,000	0	4	2
Candles—tallow, per pound	0	0	1
other than tallow, per pound	0	0	3
Coffee and cocoa, per pound	0	0	1
Cigars, per 1,000	0	10	0
Cattle, horned, each	0	10	0
Fish—dried, per quintal	0	1	0
pickled, per barrel	0	2	0
Flour—wheat, per barrel of 196 pounds	0	5	0
rye, per barrel	0	4	2
Fruits, dried and preserved, per pound	0	0	2
Hams, bacon, tongues, beef, pork, butter, and cheese, per pound	0	0	1
Horses, mares, and geldings, each	1	10	0
Lard, per cwt	0	5	0
Mules, each	1	0	0
Meal or other flour, not wheat, per puncheon	0	8	0
Meal or other flour, not wheat, per barrel	0	2	0
Meal, oil-cake, or linseed, per cwt	0	1	0
Oil of all kinds, per gallon	0	0	6
Onions, per cwt	0	0	6
Peas, beans, and grain, per bushel	0	0	3
Potatoes and yams, per cwt	0	1	0
Rice, per cwt	0	2	0
Sheep, goats, and swine, each	0	1	0
Soap, per pound	0	0	0½
Spirits—brandy, per gallon	0	2	6
gin and other spirits, not sweetened, per gallon	0	2	0
Spirits sweetened, cordials and liqueurs, per gallon	0	4	0
Sugar, refined, per pound	0	0	0½
Tea, per pound	0	0	4
Tobacco—leaf unmanufactured, per pound	0	0	3
manufactured, per pound	0	0	4
Wines, for every £100 value	15	0	0
Wood—pitch pine, an inch thick, per 1,000 feet	0	12	6
white pine, an inch thick, per 1,000 feet	0	8	4
spruce pine, by superfic'l measure, of an inch thick, per 1,000 feet	0	8	4

ANTIGUA.—*Customs duties*—Continued.

	Duty. £	s.	d.
Wood—shingles, cypress, and wallaba, per 1,000	0	6	3
shingles, cedar, pine, or spruce, per 1,000	0	2	1
hoops, per 1,200	0	6	3
staves, per 1,000	0	10	5
shooks, hogshead or puncheon, each	0	0	9
Packages, viz:			
butts, hogsheads, tierces, puncheons, and trunks, for every 100 pounds value	5	0	0
all non-enumerated articles, for every £100 value	5	0	0

Table of exemptions.

Baggage of passengers; bullion; books, not being foreign reprints of English copyrights; coin; fresh fish; fresh meat; fruit, not dried or preserved; ice; maps and charts; machinery and apparatus for mills, steam-engines, &c.; green vegetables; poultry; plants and shrubs; seeds of all kinds for planting; turtle; provisions and stores imported for her Majesty's land and sea forces.

Export duties.

	£	s.	d.
Sugar—on every hogshead	0	6	4
on every tierce	0	4	3
on every barrel	0	0	11
And for every 100 pounds net of sugar shipped in other packages	0	0	3
Rum—on every puncheon	0	2	3
on every hogshead or less cask	0	1	3
Molasses—on every puncheon	0	1	3
on every hogshead or less cask	0	0	8

TOBAGO.

Customs duties.

	Duty. £	s.	d.
Almonds, raisins, prunes, currants, and other dried fruits, per hundred weight	0	12	0
Asses, each	0	5	0
Beef and pork, per 200 pounds	0	6	0
Boat, per foot keel	0	2	6
Bran, per bushel	0	0	3
Brandy and other spirituous liquors, per gallon	0	3	0
Bread and biscuits, per barrel	0	2	0
Bricks, per 1,000	0	3	0
Butter, per pound	0	0	1
Candles, tallow, per pound	0	0	1
other kinds, per pound	0	0	2
Cattle, neat, each	0	10	0
Champagne, per dozen quarts	0	9	0
China, porcelain, and glass-ware, for every £100 value	10	0	0
Coals, per hogshead	0	1	6
in bulk, per ton	0	2	0
Coffee and cocoa, per pound	0	0	1
Cordials, per dozen quarts	0	9	0
Corn and grain, per bushel	0	0	3
Fish, dried, salted, or smoked, per quintal	0	1	0
pickled, per barrel	0	2	0
Flour, wheat, per barrel of 196 pounds	0	3	6
other kinds and meal, per 196 lbs.	0	1	6
Fruit preserved, for every £100 value	10	0	0
Furniture, for every £100 value	10	0	0
Gunpowder, for every £100 value	10	0	0
Hams, bacon, dried beef, tongues, and sausages, per pound	0	0	2
Hoops, wood, per 1,000	0	4	0
truss, per set	0	1	0
Horses, mares, geldings, colts, and foals, each	1	0	0
Indigo, for every £100 value	10	0	0
Lard, per pound	0	0	0½
Lime, building, per bushel	0	0	1

TOBAGO.—*Customs duties*—Continued.

	Duty. £	s.	d.
Lumber, white, yellow, and spruce, per 1,000 feet	0	8	0
Pitch pine, per 1,000 feet	0	10	0
Mahogany and other hard wood, per cubic foot	0	0	3
Malt liquor, perry and cider, per hogshead	0	10	0
Perry and cider in bottle, per dozen quarts	0	0	6
Marble squares and stones, or flags, for paving, for every £100 value	10	0	0
Mules, each	0	10	0
Muskets, guns, and other fire-arms, for every £100 value	15	0	0
Nuts, cocoa, per 1,000	1	0	0
Oils and spirits of turpentine, per gallon	0	0	4
Oars, per running foot	0	0	1
Pepper and other spices, per pound	0	0	3
Pitch, tar, turpentine, and rosin, per barrel	0	1	0
Rice, per 100 pounds	0	2	0
Salt, per bushel	0	0	2
Sheep, goats, and pigs, each	0	2	0
Shingles, per 1,000	0	2	0
Shooks, hogsheads, and puncheons, each	0	0	3
Silk manufactures, for every £100 value	10	0	0
Slates, per 1,000	0	6	0
Soap, per hundred weight	0	1	6
Spars, per cubic foot	0	0	2
Staves—red oak, per 1,000 pieces	0	6	0
white oak and heading, per 1,000 pieces	0	8	0
Sugar, slave country produce, being the produce of slave countries, per pound	0	0	3
Not slave country produce	0	0	1
Tea, per pound	0	0	4
Tiles, per 1,000	0	3	0
Tobacco, unmanufactured, per pound	0	0	2
Tobacco, manufactured, per pound	0	0	4
Cigars, for every £100 value	25	0	0
Turkeys and geese, each	0	1	0
Vinegar, per gallon	0	0	6
Wines, for every £100 value	20	0	0
All other articles not enumerated, for every £100 value	7	10	0

Exports.

	Duty. £.	s.	d.
Cocoa-nuts, per 1,000	0	10	0

GRANADA.

Customs duties.

	Duty. £	s.	d.
Almonds—shelled, per 100 pounds	0	4	0
unshelled, per 100 pounds	0	2	0
Arrowroot, per 100 pounds	0	4	0
Bread or biscuit, per 100 pounds	0	1	0
Bread, fancy or sweet, per 100 pounds	0	2	0
Butter, per 100 pounds	0	8	0
Bricks, per 1,000	0	5	0
Candles—tallow, per 100 pounds	0	5	0
wax, sperm, or composition, per 100 pounds	0	8	0
Cocoa, per 100 pounds	0	3	0
Coffee, per 100 pounds	0	6	0
Cheese, per 100 pounds	0	6	0
Coals, per ton	0	2	0
Cattle, viz:			
Asses, each	0	6	0
Goats, each	0	1	0
Kids, each	0	0	6
Bulls, oxen, and cows, each	0	12	0
Calves, each	0	6	0
Horses, mares, and geldings, each	1	5	0
Cattle, viz:			
Colts, foals, and mules, each	0	12	6
Sheep, swine, and hogs, each	0	2	0
Lambs, each	0	1	0
Flour—wheaten, per barrel of 196 lbs.	0	4	0
other sorts, per barrel of 196 lbs.	0	2	0
Fish—dried, salted, or smoked, per 100 lbs.			
salmon, pickled, per barrel	0	4	0
pickled or preserved in vinegar, per barrel	0	8	4
mackerel, per barrel	0	2	0
Fruit, dried or preserved, per 100 pounds	0	8	0
Gunpowder, (not being prohibited,) coarse, for blasting, per 100 pounds	0	4	0
Gunpowder, other descriptions, per 100 pounds	0	6	0
Grain, viz:			
Beans, per bushel	0	0	3
Barley, per 100 pounds	0	1	0
Oats, peas, and calavances, per bushel	0	0	3
Maize or Indian corn, per bushel	0	0	3

GRANADA.—*Customs duties*—Continued.

	Duty. £	s.	d.
Indigo, per 100 pounds	0	15	0
Lard, per 100 pounds	0	4	0
Lime, building or slacked, per barrel	0	0	1
Maccaroni and vermicelli, per 100 pounds	0	4	0
Meats, salted and pickled, viz:			
Beef and pork, per barrel of 200 lbs.	0	8	0
Bacon, hams, and tongues, per 100 pounds	0	5	0
Sausages, per 100 pounds	0	10	0
Meal, viz: Corn and oatmeal, per barrel	0	2	0
Malt liquor—cider, and perry in casks, not exceeding 64 gallons	0	6	0
in bottles, per dozen quarts	0	0	3
Matches, lucifer, per gross	0	0	3
Molasses, per gallon	0	0	1
Oils, viz:			
Olive, per gallon	0	0	8
Cocoa-nut, lard, and sperm, per gallon	0	0	3
Fish, castor, and other sorts, per gallon	0	0	3
Pepper, per 100 pounds	0	2	0
Rice, per 100 pounds	0	2	0
Soap, per 100 pounds	0	2	0
Sugar—refined, per 100 pounds	0	12	0
Muscovado, per 100 pounds	0	8	0
Spirits, viz:			
Brandy, whiskey, and liqueurs, per gallon	0	3	0
Gin, per gallon	0	1	0
Rum and bay rum, per gallon	0	3	0
Slates, covering, per 1,000	0	6	0
Tea, per pound	0	0	4
Tiles—covering, per 1,000	0	6	0
paving, per 1,000	0	6	0
Tobacco—unmanufactured, per 100 lbs.	0	12	6
manufactured, except snuff and cigars, per 100 pounds	0	15	0
cigars, long, per 1,000	0	5	0
cigars, other, per 1,000	0	10	0
snuff, per 100 pounds	0	15	0
Tar, pitch, and rosin, per barrel	0	1	0
Turpentine—crude, per barrel	0	2	0
spirits of, per gallon	0	0	3
Tallow and grease, per 100 pounds	0	4	0
Varnish, per gallon	0	0	3
Wood—pitch pine lumber, per 1,000 feet	0	7	6
white, yellow, and spruce, per 1,000 feet	0	5	0
other descriptions, per 1,000 feet.	0	7	6
staves, red oak, per 1,000 feet	0	5	0
white oak and heading, per 1,000 feet	0	7	6
shooks and packs for puncheons, each	0	0	6
shooks and packs for hogsheads, each	0	0	6
empty puncheons, each	0	1	0
shingles, cypress, and wallaba, per 1,000	0	4	0
other descriptions, per 1,000	0	2	0
cedar boards, per 1,000 feet	0	7	6
posts, per 100 feet	0	7	6
hardwood, per 1,000 feet	0	7	6
mahogany, rose, and other furniture woods, per 1,000 feet	0	7	6
other descriptions, per 1,000 feet	0	7	6
Wines in wood:			
French, except Bordeaux, vin de cote, and Muscat, per gallon	0	0	6
Teneriffe, Canary, dry and sweet Malaga, Fayal, Sicilian, and Muscat, per gallon	0	0	4
vin de cote, per gallon	0	0	2
Bordeaux, Sherry, Madeira, port, and all other descriptions of wines not above enumerated, per gallon	0	1	0
Wines in bottle:			
Champagne, per dozen quarts	0	6	0
Muscat, per dozen quarts	0	1	6
All other descriptions, per doz. quarts	0	3	0
Articles of any sort not above specifically mentioned nor exempted from duty under this act, 5 per cent. *ad valorem*.			

Exemptions from duty.

Coin; bullion; diamonds; fresh fruit and vegetables; manures; hay and straw; ice; fresh fish; printed books and papers; plants of all kinds; fresh meat; works of art not imported for sale; old furniture, being personal effects of passengers arriving; any articles for the use of her Majesty's service, or for the use of the colony.

Export duties.

	Duty. £	s.	d.
Sugar—for every hogshead of 42-inch truss, not exceeding 2,000 lbs.	0	6	8
for every hogshead of 40-inch truss, not exceeding 1,800 lbs.	0	6	0
for every hogshead of 38-inch truss, not exceeding 1,650 lbs.	0	5	6
for every tierce of 1,000 lbs.	0	3	4
for every barrel of 250 lbs.	0	0	10
Sugar—all other packages, for every 100 lbs.	0	0	4
Molasses, for every puncheon	0	1	6
Rum—for every puncheon, not exceeding 120 gallons	0	2	6
for every hogshead, not exceeding 60 gallons	0	1	3
other packages or quantities, for each gallon	0	0	0¼
Cocoa, for every 100 lbs.	0	0	2

ST. VINCENT.

Customs duties.

	Duty. £	s.	d.
Ale, beer, cider, or perry, in wood, per tun	1	5	0
Ale, beer, cider, or perry, bottled, per dozen quarts	0	0	4
Asses, per head	0	4	0
Beef and pork, per barrel of 200 lbs.	0	8	0
Bread or biscuit, per cwt.	0	1	0
Bricks, per 1,000	0	4	0
Butter, per cwt.	0	6	0
Candles—tallow, per cwt.	0	1	6
wax and sperm, per cwt.	0	10	0
stearine or composition, per cwt.	0	5	0
Cattle, neat, each	0	10	0
Cocoa, per cwt.	0	2	0
Cheese, per cwt.	0	4	4
Coffee, per cwt.	0	2	0
Cordage, per cwt.	0	1	6
Canvas, per bolt	0	1	0
Currants, raisins, or other dried fruit, per cwt.	0	2	0
Flour, wheat, per barrel of 196 lbs.	0	4	0
Fish, dried or salted, per cwt.	0	1	0
pickled, per barrel of 200 lbs.	0	1	0
Herrings and other fish smoked, per cwt.	0	1	0
Hams, bacon, dried beef, and pickled tongues, per cwt.	0	4	2
Horses, mares, geldings, not exceeding 12 hands high, each	0	15	0
All other horses	1	0	0
Lard, per cwt.	0	2	0
Lead, sheet or pipe, per cwt.	0	2	0
Lime, building, per hogshead	0	0	6
Meal, or other flour, not wheat, per barrel	0	1	3
Mules, per head	0	10	0
Naval stores, tar, pitch, and rosin, per barrel	0	1	0
Oils—common fish, per gallon	0	0	1
all other kinds except common fish, per gallon	0	0	3
Powder, gun, per cwt.	0	3	0
Peas, beans, and all grain save rice, per bushel	0	0	1
Pepper, black and white, per cwt.	0	4	0
Rice, per cwt.	0	1	0
Sheep, goats, and swine, per head	0	1	0
Soap—common or yellow, per cwt.	0	1	0
all other kinds of soap, per cwt.	0	2	0
Spirits and cordials, per gallon	0	2	0
Sugar—unrefined B. P., per cwt.	0	5	0
refined, per cwt.	0	10	0
Shooks, red and white oak, bundle not exceeding 35 staves	0	0	3
Slates and tiles of all kinds, per 1,000 pieces	0	4	2
Sago, tapioca, and oatmeal, per cwt.	0	1	0
Snuff and other manufactured tobacco, per cwt.	1	5	0
Tobacco, unmanufactured, per cwt.	0	6	0
Tea, per pound	0	0	3
Tallow, mill and cart grease, per cwt.	0	1	0
Turpentine, spirits of, per gallon	0	0	2
Vinegar, per barrel of 30 gallons	0	2	0
Wines, for every £100 value	12	0	0
Wood—Pitch pine lumber, by superficial measure, one inch thick, per 1,000 feet	0	7	0
white and spruce pine, or other lumber, superficial measure, one inch thick, per 1,000 feet.	0	4	0

ST. VINCENT.—*Customs duties*—Continued.

	Duty. £	s.	d.
Wood—shingles, cedar or pine, per 1,000 pieces	0	1	0
shingles, cypress, wallaba, and all other kinds, per 1,000 feet	0	2	0
hoops, per 1,000 pieces	0	1	0
staves and heading, per 1,000 pieces	0	2	0
mahogany, per 1,000 feet	1	0	0
all other kinds of wood not enumerated above, one inch thick, per 1,000 feet	0	15	0
cedar, or other posts, per 100 pieces	0	5	0
All other description of goods, wares, or merchandise not above enumerated, for every £100 value	5	0	0

Exemptions.

Coin; bullion; diamonds; fresh fruits and vegetables; ice; printed books and papers; manures; military clothing and accoutrements imported for the use of her Majesty's troops; all building materials and supplies for the army and navy; all arms and accoutrements for the use of the militia; and all machinery imported to be driven by water, wind, steam, cattle, or horse power.

ST. LUCIA.

Customs duties.

	Duty. £	s.	d.
Flour—wheaten, per barrel	0	2	0
meal or other flour, per barrel	0	1	0
Fish—dried or pickled, per cwt	0	1	0
Meat—salted or cured, per 100 pounds	0	3	0
Rice, per 100 pounds	0	1	0
Sugar—refined, for every £100 value	10	0	0
Rum and other spirits, per gallon	0	3	0
Wines, cordials, and liquors, for every £100 value	10	0	0
Tobacco—cigars, bouts, snuff, for every £100 value	10	0	0
Tobacco—other manufactured, per pound	0	0	3
unmanufactured, per pound	0	0	2
Wood—pitch pine, per 1,000 feet	0	8	0
white pine and other, per 1,000 ft.	0	5	0
Shingles—wallaba and cypress, per 1,000	0	3	0
cedar and chips, per 1,000	0	1	0
Masts and spars, per inch diameter	0	0	2
All other articles not enumerated, for every £100 value	5	0	0

Exemptions.

Bullion, coin, and diamonds; fresh fish; fresh meat; fruit and vegetables; poultry; hay and straw; ice; mules and oxen; manure; wood hoops and truss hoops; staves and shooks; empty casks; mills; steam-engines; stills; sugar pans; furnace bars; ploughs; grubbers and carts; packages in which goods are imported, except new trunks; specimens of natural history; seeds, bulbs, and roots of flowering plants or shrubs; printed books; military clothing; building materials and supplies; articles of clothing for the use of the militia; wines and other liquors for military and naval messes, and all articles imported for the public service and uses of this island.

Export duties.

	Duty. £	s.	d.
For educational purposes:			
Charcoal, per barrel	0	2	0
Logwood, per ton	0	3	0
Firewood, per cord	0	4	0
Hides, each	0	0	6
Coffee, per 100 pounds	0	1	0
Cocoa, per 100 pounds	0	0	6
Farine manioc, per pot	0	0	1
For roads and bridges:			
Sugar, per 100 pounds	0	0	1½
Molasses, per puncheon	0	1	0
Rum, per puncheon	0	2	0
For immigration purposes:			
Sugar, per 100 pounds	0	0	3
Rum, per puncheon	0	1	0
Molasses, per puncheon	0	0	6

DEMERARA.

Customs duties.

	Duty.		Duty.
Beef, per barrel	$3 00	Hoops—wood, per 100 pounds	$1 50
Beer, per dozen	20	Lard, per pound	2
hhd. in bulk	5 00	Lime, per hhd	25
Bread—pilot, per 100 pounds	50	Lumber—white pine, per 1,000 feet	2 00
Bricks—building, per 1,000	30	pitch pine, per 1,000 feet	2 00
fire, per 1,000	30	Mackerel, per barrel	1 00
Butter, per pound	2	Matches, per gross	1 00
Candles—tallow, per pound	3	Oats, per bushel	5
composition, per pound	5	Onions, per 100 pounds	10
Cheese, per pound	2	Peas, per bushel	5
Coals, per hhd	24	Pork, per barrel	3 00
Cocoa, per pound	1½	Porter, per hhd	5 00
Corn, per bushel	5	Potatoes, per bushel	8
Meal, per 100 pounds	25	Rice, per 100 pounds	25
Crackers, per 100 pounds	50	Salmon, per barrel	2 00
Codfish, per quintal	50	Slates, countess, per 1,000	1 00
Flour, per barrel	1 00	Soap, per pound	1
Hams, per pound	2	Salt, per pound	0½
Hay, per 100 pounds	10	Staves—red oak, per 1,000	50
Herrings, per barrel	75	white oak, with heading, per 1,000	2 00
Hoops—iron, per 112 pounds	10	Tobacco—leaf, per pound	18

MAURITIUS.—GEO. H. FAIRFIELD, *Consul.*

NOVEMBER 5, 1861.

Since my yearly report of 1860 no political or other events worthy of special mention have occurred in the island of Mauritius, or in its dependencies. The crop of sugar for the year 1860 and '61, to July 31, has amounted to 292,898,270 pounds, English weight. The present crop bids fair to fall short of the last by at least one-third. The weather at the beginning of this crop year, of 1861–'62, was very favorable for the growth of the young canes. Nearly every arable piece of ground in the island, not belonging to government, was placed under cultivation. Many years of prosperity, of good crops and good prices, had poured wealth into the hands of many of the planters, and thus enabled them to employ every means that science and art could place at their disposal to increase their crop and better the quality of their produce. New buildings, new machinery, full stocks of working cattle, and, thanks to the kind care of the local government, full gangs of Indian laborers, placed them in a position unsurpassed by that of the planters of any other portion of the world.

On the twelfth day of February last, when the canes had reached mid-height, and were young and tender, one of those fearful hurricanes so common in these latitudes (but which Mauritius has for a long time been spared) burst over the island. For eight days the gale blew with unabated violence, and the rain fell unceasingly. The ground, saturated and softened by the heavy rain, no longer supported the canes, and whole plantations were laid flat to the ground. This calamity and the ravages of the borer have reduced some of the poorer planters to a state of poverty. Even the richest of them suffer severely. The loss throughout the island will amount to upwards of a million pounds sterling.

The commerce of the island has gone on as usual. The honorable collector of customs has kindly allowed me to make extracts from his books; and I find that from January 1 to September 30 the value of the imports has been £1,860,724 5*s.* 4*d.*; value of exports £1,075,404 13*s.* 4*d.*

	Number.	*Tons.*	*Men.*
Vessels entered inwards	551	221,416	11,582
" " outwards	539	207,389	11,093

The number of American vessels arrived from September 30, 1860, to September 30, 1861, has been 54, of which 28 have been whalers put in for provisions; 9 vessels in distress for repairs; and 14 with cargoes valued at $724,900. No American vessels have left here with cargoes during the year.

	£	*s.*	*d.*
The total revenue of this island during the year 1860 was	767,594	16	6
Expenditures	762,755	3	2
Surplus	4,839	13	4

A portion of the surplus revenue is to be applied to the making of the railroads about to be commenced.

DECEMBER 1, 1860.

I have the honor to enclose herewith a letter from the procureur and advocate general of this colony, dated November 17, 1859, my reply thereto, dated November 22, 1859, and a *circular* from the colonial secretary, of October 13, 1860.

This decision cannot but act very prejudicially to the interests of American commerce. It ties the hands of the consul, and prevents him from giving assistance to enable a shipmaster to preserve discipline aboard his ship. The action of the procureur and advocate general is to the effect that a criminal against the maritime laws of the United States, brought into this port to be delivered to the consul, as is usual, cannot be detained in the local prisons; he must be set at liberty unless the consul has a prison and jailers of his own. * * * *

PROCUREUR GENERAL'S CHAMBERS,
November 17, 1859.

1. The attention of his excellency the governor having been called to a recent debate in the House of Commons, regarding the prevention of crime on board of foreign ships on their voyage to her Majesty's dominions, I have received his excellency's directions to communicate with you upon the subject.

2. The debate referred to occurred on the 2d of August, and will be found reported in the "Times" newspaper of the 3d of that month. It arose from a motion by Mr. M. Milmes, that an address should be presented by the House of Commons to her Majesty, praying that she might be graciously pleased to take steps to prevent the assaults and cruelties which were committed on merchant seamen.

3. The honorable members who took part in the debate discussed the important question whether seamen committing offences on board foreign ships on their passage to England ought, on their arrival, to be tried for their offences by the consuls accredited to England from the nations to which these offenders belong.

Her Majesty's chief law adviser in England, the attorney general, expressed a strong opinion against the propriety of such trials, and it was conceded throughout the discussion that, whether they are expedient or not, the law of England does not, as yet, recognize any jurisdiction in foreign consuls of the nature referred to.

4. As you have been in the practice of trying any persons being American citizens, who have committed offences on board American ships arriving at this colony, and have been in the

practice of obtaining the authority of government towards enforcing your condemnations, by imprisonment in the prison of Port Louis, his excellency is desirous to ascertain upon what authority you exercise that jurisdiction.

5. I have, accordingly, the honor to request that you will favor me, for transmission to his excellency the governor, with any information in your power as to the treaty or other authority binding in international law upon which you claim the right of trying, within this colony, offenders of the nature above described, and of having your judgments enforced by the executive government. * * * * *

MAURITIUS, *November* 22, 1859.

I have the honor to acknowledge the receipt of your communication of the 17th instant, in which I am informed that the attention of his excellency the governor has been called to a report of a debate in the House of Commons, contained in the "Times" newspaper, relating to the prevention of crime on board of foreign ships on their voyages to her Majesty's dominions, and requesting me to give you my authority for exercising jurisdiction over American citizens on board American ships. As I seldom see the "Times," I have not seen anything relating to the subject, and am in ignorance of the circumstances which could have called up a debate in the House of Commons upon such a subject; whether it is proper that individuals committing crimes on board of American ships on the high seas should be tried for their offences before a foreign tribunal or be sent home to that country under whose flag their crimes have been committed, and whose laws have been contravened, there to be tried and punished, is not for me to decide, and is beyond my power to discuss.

I have never assumed any right to try "judicially" or to punish any person, much less have I condemned any prisoner, in a judicial sense, as assumed in your communication.

The terms trying, condemning, and judging are not the proper terms for expressing the duties which I have to assume over offenders against the laws of the United States. Examining into facts, hearing complaints, deciding upon the probable guilt of the accused, and detention for future trial, are all I have ever pretended to do, and all I am instructed to perform. Custom and the laws of nations, as well as the practice of Christendom, have always given to consuls a certain ministerial power to examine persons charged with crimes committed on board of ships of their nations on the high seas, and to detain them and finally to send them home for trial before a competent court. By an express provision of statute it becomes the duty of the consuls of the United States to do this, and to hear the complaints of seamen against the master, and, on the other hand, those of the master against his crew, and to decide and advise thereupon. These things the consul does officially, (not judicially,) and, as the local ministerial agent of the United States, criminals against the laws of the United States are to be sent home for trial; and to quote the words of a written opinion of the late Attorney General of the United States, now before me: "The maritime jurisdiction of the courts of the United States is independent of space; it is just as perfect in the remotest seas of Europe or Asia as within sight of the harbors of New York or Boston."

The privileges accorded to consuls are generally reciprocal; that is to say, that consuls of the United States accredited to Great Britain and other countries are expected to have the same privileges and immunities that British consuls accredited to the United States are allowed by the local authorities and in the ports of the United States. Questions relating to the discipline of a crew on board a foreign vessel in any of our ports where there is a consular officer of the nation to whom such vessel belongs are settled by the consul without the interference of the local authorities; and the consuls of the United States are instructed to demand the assistance of the local authorities of the district where they reside in arresting deserters and detaining them or detaining criminals intended to be sent home for trial.

But there is no treaty, that I am aware of, binding the local authorities to assist me in arresting deserters or in detaining criminals upon my demand; but custom and the comity of

nations have for a long time granted such assistance. Upon such grounds only do I ask it. I have heretofore, by the courtesy of the local authorities, been able to detain prisoners until such time as they could be sent home. Deserters and seamen refusing duty have been kept confined until their ships sailed from the port, or until they repented and voluntarily returned to their duty. My requests for such assistance used to be "that the men should be detained until the ship sailed or until further orders;" but, by your particular request, I conformed to a formula sent to me by you in which the word "sentenced" is used. You objected to detaining men unless a specified time and offence were named. Sometimes to lessen the expense incurred by the ship for the sustenance of the person detained in prison I have had them put to work, which diminished such expenses one half.

It is to be regretted that these matters have not been definitely settled by treaty, for criminals accused of breaking the United States laws on the high seas on board of ships carrying the United States flag can be better tried by the courts of the United States than any other.

I shall have much pleasure in referring your communication to the honorable Secretary of State of the United States.

Customs duties.

	£	s.	d.
Dogs imported from the United Kingdom, or from any possession in Europe or America, each	2	0	0
Wine, in casks of 50 gallons each, per cask	0	16	0
Wine, (bottled,) dozen bottles	0	2	0
Spirits—rum or arrack, from the United Kingdom, or of any British province in America, or within the limits of the East India Company's charter, (except rum or arrack,) per gallon	0	6	0
Cordials sweetened or mixed with any article so that the degree of strength thereof cannot be exactly ascertained by Sykes's hydrometer, per gallon	0	6	0
Tobacco—leaf or manufactured, per pound	0	0	3
manufactured, per pound	0	0	4
Cigars and snuff, per pound	0	1	0
Ale, beer, porter, cider, and perry, (bottled,) per dozen	0	0	9
Ale, beer, porter, cider, and perry, in casks, per hogshead	0	15	0
Bacon, butter, cheese, hams, tongues, and sausages, per hundred weight	0	4	0
Tea, per pound	0	0	1
Coffee, per hundred weight	0	4	0
Sugar, refined, and sugar candy, per hundred weight	0	4	0
All other goods, wares, and merchandise not otherwise charged with duty and not specially exempted, for every £100 value	6	0	0

Exemptions.

Animals; animal charcoal; books and maps; bread and biscuit; bricks and tiles; coals, coke, and patent fuel; cocoa-nuts; coin and bullion; copperas; corn and grain, unground; fish, dried or pickled; firewood; flour, bran, and pollard; fruits and vegetables, fresh; glass bottles, imported full; hay and straw; ice; leeches; lime; machinery; manures; meat, salted, except bacon, hams, tongues, sausages, and preserved meats; paintings and drawings; peas, beans, and lentils; rice dholl and churrah; school materials; sal ammoniac, saltpetre, and phosphate of soda; seeds for agricultural purposes; slates and stones for building and paving; vacoa bags and leaves; wearing apparel; baggage and professional instruments of residents; objects and specimens illustrative of natural history; provisions and stores for her Majesty's forces.

CALCUTTA.—SAMUEL LILLY, *Consul.*

MAY 18, 1861.

I have the honor to transmit herewith a copy of a treaty made by honorable Ashley Eden, envoy and special commissioner on the part of the British government and the Moharajah of Sikhim. As some of the provisions of this treaty are calculated to affect favorably such citizens of the United States as may desire to travel through Sikhim for business or pleasure, I have thought it proper that you should be advised thereof.

The printed sheet also contains some information relative to the means of transporting cotton from the producing districts to the ports of export. As great efforts are being made to develop and foster the cotton growing districts in India, I have thought it of sufficient importance to forward it to you.

Portions of the treaty made between the British government and the Moharajah of Sikhim, ratified April 16, 1861, *and of importance to the citizens of the United States.*

SECTION 8.

The government of Sikhim from this date abolishes all restrictions on travellers and monopolies in trade between the British territories and Sikhim. There shall henceforth be a free reciprocal intercourse, and full liberty of commerce between the subjects of both countries. It shall be lawful for British subjects to go into any part of Sikhim for the purpose of travel or trade, and the subjects of all countries shall be permitted to reside in and pass through Sikhim, and to expose their goods for sale at any place and in any manner that may best suit their purpose without any interference whatever, except as is hereinafter provided.

SECTION 9.

The government of Sikhim engages to afford protection to all travellers, merchants, or traders of all countries, whether residing in, or trading in, or passing through Sikhim.

SECTION 10.

No duties or fees of any sort shall be demanded by the Sikhim government of any person or persons on account of goods exported into the British territories from Sikhim, or imported into Sikhim from the British territories.

SECTION 11.

On all goods passing into or out of Thibet, Bhootan, or Nepal, the government of Sikhim may levy a duty or customs according to such a scale as may from time to time be determined and published, without reference to the destination of the goods : *Provided, however*, that such duty shall on no account exceed 5 per cent. on the value of the goods at the time and place of the levy of duty. On the payment of the duty aforesaid, a pass shall be given exempting such goods from liability to further payment on any account whatever.

SECTION 12.

With the view to protect the government of Sikhim from fraud on account of under valuation for assessment of duty, it is agreed that the customs officers shall have the option of taking over for the government any goods at the value affixed on them by the owner.

A communication from C. B. Thornhill, commissioner of Allahabad division, dated April 6, 1861, *to the Secretary of the government of the Northwest Provinces.*

I have the honor to acknowledge the receipt of your circular No. 509 A, of the 29th March, having reference to the improvement of the means of transit for cotton.

2. In this division Bundlecund is the only tract of country from which cotton is largely exported, and the chief routes of exit are Calpee, Chilla, Tara, and Rajapoor, all being situated upon the river Jumna.

3. The cotton producing soil is the marl or black clay. It is remarkable for its richness and for the property it possesses of imbibing moisture very readily during the periodical rains, under the influence of which it becomes so soft and yielding that it refuses to support even the weight of the human body, unless aided by a contrivance similar in principle to the snow-shoe.

4. The depth to which this homogenous clay extends is in places very great.

5. In sinking wells the stratum is not unfrequently found to be sixty feet in thickness.

6. The peculiarities render the construction of permanent roads so exceedingly difficult and expensive as to render such a measure almost impracticable.

7. But even if it were possible to make such roads, they would be useless during the rainy season, from the impossibility of conveying the cotton from the villages to the road.

8. The result of this characteristic of the ground is that the use of wheelcarts is altogether suspended from the time the rain first falls until the ground hardens again sufficiently to bear the weight of a loaded cart.

9. In practice, therefore, the carrying trade in cotton is only in operation from November till June.

10. In the Banda district there are lines of roads, well defined and straight, to all the ferries on the Jumna, by which cotton is exported.

11. As soon as the rainy season terminates, funds are annually placed at the disposal of each Tehseeldar, who at once repairs every road in his jurisdiction, and removes every obstacle to the free transit of carts from the cotton grounds to the Jumna.

12. On arriving at the Jumna the trader has the option of forwarding his goods by boat, or by continuing his journey by land to the Grand Trunk road.

13. The only obstacles between which and the Jumna are the rivers, which are used as canal escapes. One of these, the Pandoo, on the road between Calpee and Cawnpore, is being bridged by the local committee. The others, mainly the Ruid and Seyngoor, on the same road, and the Pandoo, Ruid, and Noan on the Humeerpore and Cawnpore line, would require an outlay of at least 30,000 rupees, on an average, to provide permanent masonry bridges, which is, of course, far beyond the means at the disposal of the local committee.

14. The obstacles presented by these rivers during the dry season are, however, by no means of a formidable character, and the inconvenience entailed upon the traffic is limited to the delay of crossing in a ferry-boat.

15. The physical condition of the cotton growing country being of the nature above described, every facility for its exportation has already been provided.

16. Merchants will only export during eight months in the year, and during those eight months the roads permit the progress of the carts at the most rapid rate of a bullock's movement in draught.

17. But there is one point which appears, from all I have been able to ascertain, to be of greater importance than the provision of means of transport, and that is the separation of the good and clean from the worthless and inferior cotton in the field. A native looks only to quantity; he sells by weight and not by quality; and he therefore employs every available means of increasing the former at the expense of the latter.

18. I feel convinced that the appointment of agents to purchase cotton from the producer, at advanced rates for clean samples, will do more for the improvement and extension of the trade than the mere attempt to increase the rapidity of the transit of very inferior articles.

JULY 8, 1861.

* * The carrying trade between this port and the island of Bourbon, (French,) especially coolies, is a profitable and extensive one. By the instructions of the French government their emigration agent here rejects all offers from American ships to engage in that trade, employing French and English ships only. There being no good reason for the exclusion of our ships from this business, I have written to Hon. W. L. Dayton, United States minister plenipotentiary to the French court, to obtain, if possible, a concession in favor of our ships in that matter. If he, or our government at home, could obtain the concession desired, American interests here would be greatly promoted, and a rich source of profit be opened to them. * * *

SINGAPORE.—A. HUTCHINSON, *Vice-Consul.*

MARCH 6, 1861.

I have the honor to forward to you, enclosed, two documents, one being a copy of a decision of his excellency the minister of the marine, bearing date 9th November, 1860, tending to modify the anchorage fees in the French port of Saigon; the original which I have received from the French consul I retain at this consulate. The second document is a translation of the first.

[Translation.]

Modification of anchorage fees in the port of Saigon.

FRENCH ESTABLISHMENT OF SAIGON.

Agreeably to the decision of his excellency the minister de la marine, bearing date 9th November last, the rules for the port of Saigon will receive the following modification, to wit:

1st. The sum to be paid on vessels arriving in the port for anchorage fees is reduced to three francs, *i. e.*, a half dollar.

2d. Vessels arrived in ballast, and that will not make or have not made in the port any commercial operations.

Those that are forced to enter. Lastly, those that come in ballast and that take away only the produce of the country will be exempted from all anchorage fees.

3d. A vessel is reputed in ballast when it has on board no merchandise, having paid a freight, or not giving rise to any commercial operation whatever. Opium will be considered as merchandise.

4th. French merchant vessels are exempt from all duties; the same favor is awarded to vessels bearing the flag of her Catholic Majesty.

5th. The present modifications will be in full force on and after the 23d of January. All anterior prescriptions relating to anchorage duties are and will remain abolished.

SAIGON, *January* 23, 1861.

The superior commandant.

J. DANES.

For copy conformed.

LADISLAS COCHET,
Consul of France.

NOVEMBER 19, 1861.

I have the honor to address you some items of interest concerning Sarawak and Sir James Brooke, K. C. B., rajah of it.

Sir James left this about a month ago for England. During his brief visit to Borneo he has accomplished a great deal of work very conducive to the future prosperity and stability of

the state of Sarawak. He has restored the cordial relations between the government of that place and the sultan of Brunai, which for some time past have been suspended. By his arrangements with the sultan, and subsequent proceedings at Muka, he has brought a large extent of the coast under the complete control of Sarawak, and has thus greatly enlarged the resources of the latter, for not only is the new territory valuable on account of its abundant supplies of *sago* and other vegetable productions, but its mineral treasures are also considerable. Already several seams of apparently available coal are reported to have been found at Bintula and other places along the coast; and considerable beds of antimony and other minerals are known to exist at various spots in this newly-acquired territory.

But however valuable to Sarawak the result of Sir James Brooke's recent proceedings may promise to prove, the immediate, as well as the prospective effect, is, and will be, no less beneficial to the inhabitants of the coast, now submitted to the rule of Sarawak. They have already been delivered from the oppressive and harassing rule of the Brunai Sanguans, and other Malays, who for many years have preyed upon the settled inhabitants, depriving them, under various pretences, of much of their substance. The piracy which has so long vexed this coast will be put an end to, for the Dyaks will no longer find the way open to them to the sea, and they will be deprived of the countenance and support they receive from many of the dissolute and unprincipled Malays along the coast; and, finally, not only will the population be able to cultivate their grounds in peace, and with the certainty of being able to reap what they have sown, but they will have a ready market open to them, at which they will be able to dispose of their raw produce to advantage, and receive in return those articles of foreign manufacture which they have been accustomed to buy on much more favorable terms than they have been used to.

The future of Sarawak has every appearance of being a prosperous one, and will be the best testimony of the great value of Sir James Brooke's proceedings, from first to last, in the cause of civilization.

Last accounts from Sarawak state that Captain Brooke (nephew of the rajah) had been visiting Bintula and the other places immediately placed under the jurisdiction of Sarawak, and that everywhere the inhabitants were rejoicing at the change of government, and preparing to visit Muka, Sarawak, &c., for trading purposes. The only person likely to give trouble was the veteran pirate Rentaub, who, perched on the top of a mountain strongly fortified, has hitherto set at defiance all attempts to bring him to submission. Means, however, are being adopted which will probably overcome his resistance; and by his fall the complete control of the dependent territory belonging to Sarawak will be assured.

NOVEMBER 19, 1861.

I seize this opportunity to inform you that Admiral Bonard, the French governor general for the French colony in Cochin China, reached this port a few days ago on his way to Saigon. He intends erecting on Cape St. James, near Saigon, a light-house, the materials of which are now on their way thither. The light-house is to be in communication with Saigon by the electric telegraph.

A large dry-dock is to be shortly built, and a steam *atelier d' Ontillage*, for the repair of steam-engines and machinery of the largest dimensions. The engineer for the construction of the work accompanies the present expedition; also the director of the company for the line of French steamers from Marseilles, *via* Suez, to Saigon direct.

The admiral evinces the most earnest disposition to favor, in every possible way, the interests of the commercial community in the eastern archipelago.

SIDNEY, NEW SOUTH WALES.—ROBERT D. MERRILL, *Consul.*

OCTOBER 8, 1860.

Accompanying I have the honor to submit the report from this consulate for the year ending September 30, 1860, as required by instructions, page 72, article 153, of import, export, trade regulations, &c., as specified in the above-mentioned article.

During the year forty-five vessels have entered at this consulate, and classed as follows, viz: Forty ships, two barks, one brig, two schooners, with cargoes from the ports or places here undermentioned, and representing the import amount exclusive of tonnage, valued at the sum of about $4,667,000, and as more particularly detailed, viz:

United States Atlantic side	$708,500
United States Pacific side	316,000
Great Britain	1,474,300
China	933,000
South Sea islands	19,000
Whale fishery	115,000
India	150,000
South America	177,875
Guano islands	29,000
Manilla	325,000
Oahu, Sandwich Islands	420,000
	4,667,000
From which may be deducted cargoes of ships put in for repairs, viz: $29,000 and $420,000	449,000
Leaving	4,218,000

The approximate value of imports in American bottoms from the different parts of the world above specified.

During the same time have been imported in foreign bottoms from American ports, principally the western coast of America—from San Francisco to Puget Sound, as here under detailed, compiled from the Sidney Shipping Gazette, published at this port, and value estimated at market wholesale rates at time of importation, to wit:

Flour	$70,000
Wheat	108,800
Barley	18,150
Beans	4,500
Sawed timber	243,750
Spars	18,000
Salmon	4,000
Oats	9,250
Onions	600
And manufactures	6,500
Say	483,550
And to this may be added American-caught oil, purchased by traders at the South Sea islands from ships, in exchange for supplies, and shipped to this port, at least	40,000
Making	523,550

For the year ending September 30, 1859, no report of imports from American ports in foreign bottoms was made during that year. The articles imported were comprised, as above, of flour, wheat, timber, &c., and amounted to about $616,925, irrespective of oil or other merchandise purchased at the islands and brought here for sale or shipment.

Export from this point has much increased, from a great demand in India and China for coal, consequent on the augmented steam fleet of England and France in those seas, as also shipment of gold, product of Chinese labor.

The total export amount for the year has been, exclusive of inward cargoes, about $415,000.

Chinese immigration has become a serious consideration with both houses of the colonial parliament. Within the past two years some 10,000 have arrived in Sidney by American ships alone; say 6,000 during the year ending September 30, 1859, and 4,000 during the past year, and at least an equal if not greater number by vessels under other flags.

A restrictive duty on Chinamen is proposed, and probably will become a law during the present sitting of parliament.

Export of celestials are about thirty per cent. compared with imports.

No alterations have been made in the duties payable or receivable in this colony since my last report.

A bill has been introduced to abolish the export duty on gold, has passed its first reading, and, from present appearances, will be abolished at an early date.

The duties upon rum, tea, and sugar are under consideration by this parliament, and much modification is certain, if not entire abolition.

Tonnage and port dues, sanitary regulations, charges for entry and clearance, customs charges, and pilotage, remain as reported.

From the tabular statement (No. 1 enclosure) I have compiled, according to market rates, as near as possible, the value of cargoes as hereinbefore represented.

I enclose a slip from the Government Gazette, containing the only desirable information for our mercantile marine published during the past year.

The accompanying sheet of "wharfage rates" is that established by act of parliament for government wharves, and varies in no material point from rates charged at private ones, and may be considered as standard.

I have forwarded to London, for transmission to the department, the Statistical Register of New South Wales to December 31, 1859, supplied me by the honorable the colonial secretary for that purpose, and requesting from the department any late similar composition, and I beg respectfully to invite attention to the request.

Navigation and commerce are much depressed, in consequence of the unsettled state of affairs in Europe, the general impresssion here being that a continental war is inevitable, and Great Britain must become involved; and from the unprotected state of her colonies in Australia, their defenceless condition holding out inducements for any marauding expedition, a sudden blow would not only insure a rich booty, but inflict damage and injury that half a century of peace would not repair.

This feeling is universal, and every reported increase of French force is considered as augmenting danger to the colonies, and viewed with alarm.

The general feeling of insecurity admitted by the English press to exist at home has extended here, and to a greater extent. This feeling operates upon all classes, and has tended to depress every branch of trade.

The recent outbreak in New Zealand has caused the withdrawal of all the available troops of the colonies, and this, too, has had its effect, as some confidence was placed in their being present in case of an invasion.

* * * * * * * * * * *

I have already called the attention of the department to the very inconvenient working of the colonial shipping laws, in opposition to the letter and spirit of my instructions, rendering nugatory every provision of the United States laws affecting the shipment and discharge of seamen of American vessels. Very serious results can and are occuring from this state of affairs, from not only virtually ignoring my rights over the seamen who may be entitled to discharge here through sickness or otherwise, but placing every American seaman on ship board or on shore under the complete control of the Sidney shipping master. This control is not maintained when expense can be avoided by the government here, but only then. Desertion naturally follows the arrival of any American ship at this port, from the high rate of wages here compared at most other ports, and seamen arriving being readily informed that the only penalty to which they may be subjected after the departure of a ship consists of a night's imprisonment and a payment of two shillings police office fee.

Seamen belonging to ships in the port may ship in vessels, American or other, without being discharged, and means of tracing them or preventing them, and simply for the reason I am not recognized as having, in the least, jurisdiction over them, and a discharge or shipment by me declared invalid. The equivocal position in which I am placed has become a source of constant complaint on the part of shipmasters, and very justly, as interfering with their relations with myself, and preventing their compliance with acts of the United States government—an infringement of which subjects them to a penalty.

I can only plead, in my justification to them when remonstrated with, that my authority or jurisdiction is not acknowledged, and I am compelled to submit to the dictation of those whose power consists in might, however unjust or unreasonable.

Tabular statement of all imports of manufactures or produce of the United States to the port of Sydney from October 1, 1858, to September 30, 1859, inclusive.

Article.	Quantity.	Article.	Quantity.
Agricultural imports ..... packages	1,280	Flag-stones ..... number	1,156
American manufactures ..... do	2,831	Gin ..... cases	100
Axes ..... boxes	238	Hardware ..... packages	787
Axe handles ..... cases	5	Hay ..... bales	286
Boots ..... do	53	Laths ..... bundles	14,538
Brooms ..... bundles	3	Nests tubs ..... nests	775
Bricks ..... number	18,700	Nails ..... kegs	278
Books ..... cases	15	Oil, sperm ..... barrels	7,757
Bedsteads ..... do	8	Oil, black ..... do	200
Barley ..... bushels	42,549	Oats ..... bushels	58,424
Beans ..... do	4,548	Oars ..... number	375
Chains ..... packages	717	Oakum ..... bales	809
Clothes' pins ..... cases	197	Oysters ..... cases	625
Cheese ..... do	19	Oil-cake ..... cakes	114
Clocks ..... cases	845	Onions ..... boxes	50
Cordials ..... do	50	Pails ..... dozens	237
Cement ..... barrels	300	Plaster ..... barrels	100
Dried apples ..... do	860	Picks ..... boxes	245
Doors ..... number	4,117	Pickets ..... number	54,000
Daguerreotype apparatus ..... cases	39	Pork ..... barrels	50
Flour ..... barrels	7,258	Potatoes ..... tons	50
Fish ..... cases	129	Rope ..... coils	23

Statement of imports of manufactures or produce of the United States to the port of Sydney, &c.—Continued.

Article.	Quantity.	Article.	Quantity.
Rosin, barrels	921	Shovels, cases	151
Stoves, number	100	Tobacco, half tierces	1,295
Sarsaparilla, cases	200	Timber, feet	5,550,506
Salmon, barrels	280	Turpentine, cases	50
Snuff, tierces	5	Washboards, dozens	50
Snuff, cases	20	Woodware, cases	8
Sashes, packages	124		

Tabular statement of all imports of manufactures of the United States to the port of Sydney, New South Wales, from October 1, 1859, to September 3, 1860, inclusive.

Article.	Quantity.	Article.	Quantity.
Agricultural implements, packages	2,225	Oats, bushels	6,900
American manufactures, do	3,298	Oars, number	4,890
Axe handles, do	2	Oysters, cases	81
Brooms, cases	3	Oil-cake, packages	104
Bitters, do	75	Pails, dozens	747
Beef, barrels	584	Plaster, barrels	1,200
Books, cases	5	Pork, do	150
Butter, casks	35	Pitch and tar, do	50
Boots, cases	179	Powder, casks	500
Blue stone, barrels	1,063	Rolling pins, cases	2
Carpet bags, packages	50	Rosin, barrels	561
Chains, do	2,358	Snuff, packages	10
Clothes' pins, boxes	805	Steam machinery, do	57
Clocks, cases	573	Stoves, number	1,060
Cement, barrels	200	Sashes, packages	44
Dried apples, half barrels	3,166	Staves, number	18,480
Doors, number	1,424	Slates, do	20,000
Daguerreotye apparatus, packages	27	Sarsaparilla, boxes	200
Duck, (canvas), bales	39	Shovels, packages	90
Flour, barrels	27,270	Tobacco, do	5,125
Furniture, packages	462	Timber, feet	5,365,111
Flagstones, number	2,004	Tubs, nests	400
Fish, packages	865	Turpentine, cases	100
Hams and bacon, casks	129	Vinegar, casks	100
Hardware, packages	2,141	Wire, packs	23
Handspikes, number	919	Washboards, dozens	37
Laths, do	165,000	Whalebone, pounds	312,860
Lobsters, cases	225	White lead, packages	120
Nails, kegs	817	Wheat, bushels	65,867
Oil, (black), barrels	5,000	Woodenware, packages	9
Oil, (sperm), do	1,800		

Table of rates of wharfage, authorized to be levied under 8 *Victoria, No.* 16, *sections* 1 *and* 2.

Articles.	Landing.	Lading.	Articles.	Landing.	Lading.
	s. d.	*s. d.*		*s. d.*	*s. d.*
Agricultural implements, the case*	0 6	0 0	Biscuit, the barrel	0 3	0 2¼
Alkali loose, the ton	1 8	1 3	the keg	0 2	0 1½
in casks, according to size	-------	-------	Blankets, the bale	0 4	0 3
Almonds, the hogshead	1 0	0 9	Black lead, the cask or case	0 4	0 3
the package, cask, or case	0 4	0 3	Blacking, the hogshead	0 8	0 6
the bag	0 2	0 1½	the cask	0 4	0 3
Anchors, grapnels, the ton	2 4	1 9	the keg	0 2	0 1½
Alum, the ton	1 8	1 3	Blocks or sheaves, the tierce or hogshead*	0 9	0 6
in small packages, each	0 4	0 3	the cask	0 6	0 4½
Anchovies, the crate	0 8	0 6	Boats, each*	0 8	0 6
the case	0 4	0 3	Boilers, steam-engine, the ton*	2 4	1 9
the barrel or keg	0 2	0 1½	Bones, common, the ton*	2 4	1 9
Aniseseed, the package	0 4	0 3	shank, per thousand	1 8	1 3
Annatto, the cask or case	0 4	0 3	Bottles, empty, the package	0 4	0 3
the basket or bag	0 3	0 2¼	Bran, the sack	0 1	0 0¾
Antimony ore, the ton	2 4	1 9	Brimstone, loose, the ton	1 8	1 3
Anvils, each	0 2	0 1½	the cask or case	0 4	0 3
or per ton	1 8	1 3	Brick, slates, or tiles, per 1,000	1 8	1 3
Asses and mules, each	0 8	0 6	Bristles, the cask or case	0 4	0 3
Axletrees, each	0 4	0 3	Brooms or brushes, the cask or case	0 6	0 4½
Apples, the package	0 4	0 3	the bundle	0 4	0 3
Arrowroot, the cask or case	0 4	0 3	loose, the dozen	0 2	0 1½
Apparel, wearing, the case	0 4	0 3	Bull or cow, each	1 8	1 3
Aqua fortis, and other mineral acids, the case*	0 8	0 6	Burr stones, each	0 1	0 0¾
			Buoys, the ton	2 4	1 9
Bacon, the bale, bundle, or case	0 4	0 3	Butter, the barrel	0 4	0 3
the side	0 2	0 1½	the firkin or keg	0 2	0 1½
Bags, empty, the bale or bundle	0 4	0 3	Boots and shoes, the cask or case	0 4	0 3
Bark, loose or in bags, the ton	1 8	1 3	Books, the cask or case	0 4	0 3
Peruvian, the case or chest	0 6	0 4½	Brandied fruits, the case	0 4	0 3
Barley, loose or in bags, the bushel	0 0⅔	0 0½	Buckets, the nest or dozen*	0 4	0 3
pearl, the cask or case	0 4	0 3	Cables, iron, the ton	2 4	1 9
the keg or jar	0 2	0 1½	rope, the ton	1 8	1 3
Baskets, empty, each	0 1	0 0¾	Calf, each	0 8	0 6
Beans, in bags, the bushel	0 0⅔	0 0½	Camphor, the tub or chest	0 4	0 3
in casks, according to size	-------	-------	Camphor-wood planks, per 100	1 8	1 3
Beef and pork, the tierce or hogshead	0 6	0 4½	Canes or bamboos, per 100 bundles	1 8	1 3
or barrel	0 4	0 3	loose per 100	0 1	0 0¾
Beer or cider, in bulk, the hogshead	0 6	0 4½	Candles, the package	0 4	0 3
the barrel	0 4	0 3	Cannon, the ton	2 4	1 9
bottled, 1 to 3 dozen, the cask or case.	0 2	0 1½	Canvas, the bale	0 4	0 3
4 to 5 dozen, the cask or case.	0 3	0 2¼	the bolt	0 1	0 0¾
6 to 8 dozen, the cask or case.	0 4	0 3	the bale of 2 bolts	0 2	0 1½
9 dozen, the cask or case	0 6	0 4½	Carts, each	1 8	1 3
Beeswax, the cask or case	0 4	0 3	Capers, the cask or case	0 4	0 3
Berries, juniper, the package	0 4	0 3	the keg	0 2	0 1½
Bellows, smiths', the pair	0 4	0 3	Cards, the case	0 4	0 3
Billiard tables, each	3 4	2 6	Casks, empty, the ton	0 4	0 3
Biscuit, in bags, the ton	1 8	1 3	Cardamoms, the case	0 4	0 3
the puncheon	0 8	0 6	the bag	0 2	0 1½
the hogshead	0 6	0 4½	Carpets, the bale or case	0 4	0 3

* Not included in the rates published by the government, but are generally admitted by merchants and wharfingers.

Table of rates of wharfage, &c.—Continued.

Articles.	Landing.	Lading.	Articles.	Landing.	Lading.
	s. d.	*s. d.*		*s. d.*	*s. d.*
Carraway seeds, the case	0 4	0 3	Curiosities, natural, the package	0 8	0 6
the bag	0 2	0 1½	Cutlery, the package	0 6	0 4½
Cashu nuts, the bag	0 2	0 1½	Currants, the butt	1 8	1 3
Cassia, the case	0 4	0 3	the caroteel	0 6	0 4½
Castings, the ton*	2 4	1 9	the cask or case	0 4	0 3
Castor oil, the case	0 4	0 3	the jar	0 1	0 0¾
Carrots, the ton	1 1⅓	0 10	Cider, (see beer)	-------	-------
Chairs, the case	0 4	0 3	Dates, the bale, cask, or case	0 4	0 3
loose, each	0 1	0 0¾	the bag	0 2	0 1½
Carriages, 4-wheeled, each	3 4	2 6	the jar	0 1	0 0¾
2-wheeled, each	1 8	1 3	Deals, per 100	3 4	2 6
Cement, the barrel	0 4	0 3	ends, per 100	2 4	1 9
loose, the ton	1 8	1 3	Dholl, or gram, the bushel	0 0⅔	0 0½
Chalk or whiting, in bulk, the ton	1 8	1 3	Drills, each*	0 4	0 3
in casks, according to size	-------	-------	Drugs, the hogshead	0 8	0 6
Cheese, the cask or case	0 4	0 3	the cask or case	0 4	0 3
in tins	0 1	0 0¾	the bag	0 2	0 1½
loose, each	0 1	0 0¾	Earth, fuller's, the ton	1 8	1 3
Chillies, the case	0 4	0 3	Earthenware, the hogshead or crate	0 8	0 6
the bag	0 2	0 1½	the cask or case	0 6	0 4½
Chinaware, the cask or case	0 8	0 6	the ton	1 8	1 3
Chocolate, the package	0 4	0 3	Eau de Cologne, the case	0 4	0 3
Clocks and watches, the case*	0 4	0 3	Engines, fire, each	3 4	2 6
Cigars, the case	0 8	0 6	beer or garden, each	0 8	0 6
the box	0 2	0 1½	Essences and essential oils, the case	0 4	0 3
Clay, the hogshead	0 8	0 6	the bottle or jar	0 1	0 0¾
the cask	0 4	0 3	Fans, the case	0 4	0 3
Clay figures, the case	0 8	0 6	Fat or slush, the cask*	0 4	0 3
Cloves, the case	0 4	0 3	Feathers, ostrich, the package	0 8	0 6
the bag	0 2	0 1½	bed, the package	0 4	0 3
Clover and lucerne seed, the cask	0 4	0 3	Felt, the bale or case	0 4	0 3
the bag	0 2	0 1½	Figs, the drum or half drum	0 1	0 0¾
Coals, the ton	0 6	0 3	the package	0 4	0 3
Coffee and cocoa, the bag	0 2	0 1½	Fire-arms, the chest or case*	0 8	0 6
in casks, the ton	1 8	1 3	Fish, the case	0 4	0 3
Cocoa-nuts, per 100	0 4	0 3	the barrel or half barrel	0 2	0 1½
Colors, the cask or case	0 4	0 3	Fire-arms, the chest or case	0 8	0 6
the hogshead	1 8	1 3	Flax, per ton	1 8	1 3
the butt	1 8	1 3	Flints, the keg	0 2	0 1½
14 to 28 pounds keg	0 1½	0 0¾	Floor-cloth, the roll	0 4	0 3
30 to 56 pounds	0 1	0 1⅛	Flags, coopers', the ton	0 8	0 6
56 to 112 pounds keg	0 2	0 1½	Fireworks, the package	0 4	0 3
Cordage, the ton	1 8	1 3	Flour, the barrel	0 3	0 2¼
Confectionery, the package	0 4	0 3	in sacks, the ton	1 8	1 3
Coir rope, the ton	2 4	1 9	Flowers, artificial, the case	0 4	0 3
Copper, the cask or case	0 6	0 4½	Furniture, the crate	0 8	0 6
loose, the ton	2 4	1 9	the package or case	0 4	0 3
Corn, in bulk or bags, the bushel	0 0⅔	0 0½	Fruit, green, the package	0 4	0 3
Corks, the cask	0 4	0 3	Frying-pans, the dozen*	0 2	0 1½
the bag	0 2	0 1½	Furs, the cask or case	0 4	0 3
Cows, each*	1 8	1 3	Gin, case of 4 gallons	0 4	0 3
Crackers, the tin*	0 1	0 0¾	2 gallons	0 2	0 1½

* Not included in the rates published by the government, but are generally admitted by merchants and wharfingers.

Table of rates of wharfage, &c.—Continued.

Articles.	Landing.	Lading.	Articles.	Landing.	Lading.
	s. d.	s. d.		s. d.	s. d.
Ginger, the cask or case	0 4	0 3	Horses, each	1 0	0 9
the bag	0 2	0 1½	cob or pony, each	0 6	0 4½
per 100 pockets	3 4	2 6	Ice, the ton	1 0	0 9
Glassware, (see earthenware)	-------	-------	India-rubber, the package	0 4	0 3
Glass, plate, the case	0 6	0 4½	Iron, in bars, hoop, or rod, pig or sheet,		
window, the box	0 4	0 3	pots, tire, or hurdles, the ton	1 8	1 3
Glue, the hogshead	0 8	0 6	machinery, the ton	2 4	1 9
the cask or case	0 4	0 3	Ironmongery, (see hardware)	-------	-------
Goats, each*	0 2	0 1½	Isinglass, the package	0 4	0 3
Grates and stoves, each	0 4	0 3	Ivory, the package	0 4	0 3
Grain, (see corn)	-------	-------	Jute, (see hemp)	-------	-------
Gram, (see corn)	-------	-------	Lacquered ware, the package	0 4	0 3
Grapnels, (see anchors)	-------	-------	Lard, the cask or case	0 4	0 3
Grindstones, each	0 1	0 0¾	the keg	0 2	0 1½
Grindery, the cask or case	0 6	0 4½	Lead in rolls or loose, the ton	1 8	1 3
Gunny bags, the bale	0 4	0 3	Laths, the bundle*	0 1	0 0¾
Gunpowder, free	-------	-------	the thousand	0 6	0 4½
Gum, the cask or case	0 4	0 3	Leather, the bale or case	0 4	0 3
loose, or in bag, the ton	1 8	1 3	loose, the ton	2 4	1 9
Gypsum, the hogshead	0 8	0 6	Leeches, the package	0 4	0 3
the cask or case	0 4	0 3	Lime, the ton	1 8	1 3
loose, the ton	1 8	1 3	Logwood, the ton	1 8	1 3
Hair, the cask or case	0 4	0 3	in casks, according to size	-------	-------
the hogshead	0 6	0 4½	Looking-glasses, the case*	0 6	0 4½
Hams, loose, the dozen	0 2	0 1½	Lucerne seed, (see clover)	-------	-------
the hogshead	1 0	0 9	Manufactures, the package	0 4	0 3
the cask or case	0 4	0 3	soft goods	0 4	0 3
Handles, (broom or scythe,) per bundle of 1 dozen*	0 2	0 1½	Mangles, each	0 8	0 6
			Marble, manufactured, the package	0 8	0 6
Handles, (broom or scythe,) per bundle of 2 to 4 dozen	0 4	0 3	in blocks, the ton	1 8	1 3
			Machinery, the case*	0 6	0 4½
Hardware, the hogshead or crate	0 8	0 6	the ton	2 4	1 9
ironmongery, the cask or case	0 6	0 4½	castings, the ton	2 4	1 9
the bag or keg	0 2	0 1	Matting, the roll	0 2	0 1½
the bundle	0 4	0 3	Minerals, the ton	0 6	0 3
Harps, each	1 0	0 9	Molasses, the puncheon	0 8	0 6
Harrows, each	0 4	0 3	the hogshead	0 6	0 4½
Hats, the case	0 4	0 3	the cask	0 4	0 3
Hay, the ton	1 8	1 3	in tanks, the ton	1 8	1 3
Hemp, loose, the ton	1 8	1 3	Mother-of-pearl shells, the ton	1 8	1 3
the bale	0 4	0 3	Mules, each	0 8	0 6
Herrings, (see fish)	-------	-------	Mustard, the cask or case	0 4	0 3
Hides, the bale or case	0 4	0 3	Millstones, each*	1 4	1 0
salted, per ton	2 4	1 9	Musical instruments, (not piano or harp,)		
Hones, the cask or case	0 4	0 3	the case	0 8	0 6
the keg	0 2	0 1½	Nails, the cask	0 4	0 3
Honey, the package	0 4	0 3	bag or keg	0 2	0 1½
Hops, the bale or bag	0 8	0 6	Needles, the case*	0 6	0 4½
the pocket	0 4	0 3	Nuts, the case	0 4	0 3
Hoops, wood, the bundle	0 1	0 0¾	Nutmegs, the bag	0 2	0 1½
iron, (see iron)	-------	-------	Oats, (see corn)	-------	-------
Horn tips, per ton*	1 8	1 3	Oakum, the ton	1 8	1 3

*Not included in the rates published by the government, but are generally admitted by merchants and wharfingers.

Table of rates of wharfage, &c.—Continued.

Articles.	Landing.	Lading	Articles.	Landing.	Lading.
	s. d.	*s. d.*		*s. d.*	*s. d.*
Oatmeal, the cask or case	0 4	0 3	Salt, basket, the hogshead	0 8	0 6
the keg	0 2	0 1½	the sugar hogshead	1 4	1 0
Oars, per dozen	0 4	0 3	Sago, the cask or case	0 4	0 3
Oil cake, loose, the ton	1 8	1 3	the bag	0 1	0 0¾
in casks, according to size	-------	-------	Seltzer and soda water, per dozen	0 1	0 0¾
Oil, black or sperm, the tun	1 4	1 0	Sheep or goats, each	0 2	0 1½
if in quantities of less than a tun, to be charged by the cask.			Ships' hearths, the ton*	2 4	1 9
			Shoes, cask or case*	0 4	0 3
Linseed and other oils, the butt	1 4	1 0	Shingles, per thousand	0 8	0 6
the pipe	0 8	0 6	Shot, the cask	0 4	0 3
the hogshead	0 6	0 4½	the bag or keg	0 2	0 1½
the cask	0 4	0 3	Shooks, the bundle	0 2	0 1½
the chest or case	0 4	0 3	Soap, 112 pounds the box	0 4	0 3
Oilmen's stores, the sugar hogshead	1 0	0 9	56 pounds the box	0 2	0 1½
the hogshead	0 6	0 4½	28 pounds the box	0 1	0 0¾
the cask or case	0 4	0 3	Skins, loose, per dozen	0 2	0 1½
the keg, basket, or bag	0 2	0 1½	the cask or case	0 4	0 3
Onions, the ton*	1 1½	0 10	the hogshead	0 8	0 6
Paint, sugar hogshead	1 4	1 0	Shower baths, each*	0 8	0 6
(and see colors,) hogshead	0 8	0 6	Slates, the thousand*	1 8	1 3
the butt	1 8	1 3	writing or drawing, per case	0 6	0 4½
according to weight, the keg	-------	-------	Slops, the hogshead	0 8	0 6
Paddy, in bulk, the ton	1 1⅓	0 10	the bundle	0 4	0 3
the bag	0 1	0 0¾	the bale	0 6	0 4½
Palings, the thousand*	5 0	3 9	the case	0 4	0 3
Paper, the bale or case	0 4	0 3	Spades, shovels, forks, and frying pans, the dozen	0 2	0 1½
Peas, the cask or case	0 4	0 3	Spars, per foot	0 0½	0 0⅜
the bag or keg	0 2	1 1½	Spirits, (see wine)	-------	-------
the butt	1 4	1 0	Stoves, (see grates)	-------	-------
Pepper and spices, the bag	0 2	0 1½	Spelter, per ton	1 8	1 3
Piano-fortes, each	1 4	1 0	Starch, the case	0 4	0 3
Pigs, each	0 2	0 1½	Stationery, the package	0 4	0 3
Pickets, the bundle*	0 1	0 0¾	Staves, per 100	1 0	0 9
the thousand	1 8	1 3	Steel, the ton	2 4	1 9
Pictures, the case	0 4	0 3	the cask or case	0 6	0 4½
Piece goods, the bale or case	0 4	0 3	Sugar, refined, per sugar hogshead	1 4	1 0
Pitch, the barrel	0 4	0 3	the hogshead	0 8	0 6
Ploughs, harrows, or drills, each	0 4	0 3	the tierce	0 6	0 4½
Potatoes or yams, carrots and onions, the ton	1 1⅓	0 10	the cask or case	0 4	0 3
			raw, the bag	0 1	0 0¾
Pork, the barrel	0 4	0 3	in casks or baskets, the ton	1 8	1 3
the half barrel	0 2	0 1½	Tallow, the hogshead	0 6	0 4½
the tierce or hogshead	0 6	0 4½	slush or fat, the cask	0 4	0 3
Quicksilver, the bottle	0 2	0 1½	Tar or pitch, the barrel	0 4	0 3
Raisins, under 30 pounds the box	0 1	0 0¾	Tea, the chest	0 4	0 3
30 to 56 pounds the box	0 2	0 1½	the half chest	0 2	0 1½
56 pounds and upwards	0 4	0 3	the box	0 1	0 0¾
Ratans (see canes)	-------	-------	Tubs, the nest*	0 4	0 3
Rice, the bag	0 1	0 0¾	Trenails, the thousand*	1 8	1 3
Rope, the ton	2 4	1 9	Tiles, the thousand*	1 8	1 3
Salt, the ton	1 0	0 9			

* Not included in the rates published by the government, but are generally admitted by merchants and wharfingers.

Table of rates of wharfage, &c.—Continued.

Articles.	Landing.	Lading.	Articles.	Landing.	Lading.
	s. d.	*s. d.*		*s. d.*	*s. d.*
Timber, the load	1 8	1 3	Wine and spirits, the half leaguer	0 8	0 6
Tin plates, the box	0 4	0 3	the pipe, butt, or puncheon	0 8	0 6
Threshing and winnowing machine, each	2 0	1 6	the hogshead	0 6	0 4½
Tobacco, the hogshead	1 0	0 9	the barrel or quarter cask	0 3	0 2¼
the tierce	0 6	0 4½	the 1 or 2 doz. cask or case	0 2	0 1½
the half tierce	0 4	0 3	3 or 4 doz	0 3	0 2¼
the keg	0 2	0 1½	5 or 6 doz	0 4	0 3
the basket or roll	0 1	0 0¾	above 6 dozen	0 6	0 4½
the box or half box	0 4	0 3	carboy of spirits	0 4	0 3
Toys and turnery, the cask or case	0 4	0 3	Wool, the bale	0 4	0 3
Twine, the hogshead	0 8	0 6	Winnowing machines, each*	2 0	1 6
bale, cask, or case	0 4	0 3	Yams, the ton*	1 1⅓	0 10
Tongues and tripe, the keg	0 2	0 1½			
Vitriol, the case	0 8	0 6	Unenumerated goods—		
the carboy	0 4	0 3	Heavy, the ton	2 4	1 9
Vinegar, the hogshead	0 6	0 4½	in packages, the tun butt	1 4	1 0
the barrel or half hogshead	0 3	0 2¼	The butt or puncheon	0 8	0 6
Water tanks, the ton*	1 8	1 3	The hogshead, tierce, or crate	0 6	0 4¼
Wheels, cart or carriage, each	0 2	0 1½	The barrel	0 4	0 3
Whalebone, the ton	2 4	1 9	The keg or firkin	0 2	0 1½
Whale and other boats, each	0 8	0 6	The bundle or case	0 4	0 3
Wheelbarrows, each	0 2	0 1½	The jar, can, or bottle	0 1	0 0¾
Wine and spirits, the leaguer	1 0	0 9			

* Not included in the rates published by the government, but are generally admitted by merchants and wharfingers.

NEW SOUTH WALES CUSTOMS DUTIES.

Act assented to September 14, 1855.

Spirits, per gallon:					
Brandy and gin	£0	10	0		
Whiskey, rum, and all other spirits	0	7	0		
Spirits, cordials, liqueurs, or strong waters, sweetened or mixed with any articles, so that the degree of strength cannot be ascertained by Skyes's hydrometer	0	10	0		
Perfumed spirits	0	7	0		
Wine, containing more than 25 per cent. of alcohol of a specific gravity of .825, at the temperature of 60 degrees of Fahrenheit's thermometer, for every gallon, in proportion to strength	0	10	0		
Wine not containing more than 25 per cent. of alcohol, of a specific gravity of .825, at the temperature of 60 degrees of Fahrenheit's thermometer	0	2	0		
				Ale, porter, and beer of all sorts in wood	£0 0 1
				Ale, porter, and beer of all sorts in bottle	0 0 2
				Tea, per pound	0 0 3
				Sugar, per cwt.:	
				Refined and candy	0 6 8
				Unrefined	0 5 0
				Treacle and molasses	0 3 4
				Coffee and chicory, per pound	0 0 2
				Cigars	0 3 0
				Tobacco and snuff	0 2 0
				Export duty upon gold, imposed by 20th Vic., No. 17, per oz. troy	0 2 6
				Duty upon opium, imposed by 21st Vic., No. 1, per pound avoirdupois	0 10 0

THE TREASURY, NEW SOUTH WALES,
August 16, 1860.

His excellency the governor general directs the publication of the following notice respecting the exhibition of a light at the new light-house near Jervis's bay.

E. C. WEEKES.

NEW SOUTH WALES.

East coast of Australia.—Light-house near Jervis's bay.

The bearings given are magnetic, the distances are in nautical miles, and the variation is 10° 15′ east.

A white stone tower has been erected on a prominent headland, situated two miles and a half south of the southern bluff (Bowen island) of Jervis's bay, and two miles north of the projection known as Cape St. George, on the coast of New South Wales, from which a light will be exhibited on and after the 1st of October next.

The tower is sixty-one feet high, and the centre of the light will be two hundred and twenty-four feet above high water level, and will be visible in all directions of the horizon from north 27° east, round by the eastward to south 0° 40′ west.

It will also be visible 19° 52′ further to the westward over a sloping hill, situated to the southward of the light-house, but only when at a considerable distance to the southward of the same.

The light is on the catoptric principle, of the third class, and revolving, exhibiting at intervals of thirty seconds a red, green, and white light alternately.

The intensity of the *white* light is visible from an elevation of sixteen feet, in clear weather, at a distance of twenty miles, while its green and red rays vanish at a distance of fifteen miles.

The latitude is 35° 9′ 15″ south, and the longitude 150° 47′ 48″ east.

Vessels coming from the south will open this light over the sloping hill to the southward of it, on a bearing of north 20° 32′ east. Caution must, however, be observed in approaching Cape St. George, (a low, dangerous, rocky point, on which the sea breaks,) and when within a distance of eight miles or thereabouts the light should not be brought to bear to the northward of north 10° west, as, when a vessel is near the land to the southwestward of this bearing, it will be partially, if not wholly, obscured; but by standing to the eastward it will gradually open out, and when bearing north 25° west, or north-northwest ¼ west, it may be passed with safety at a distance of from one to two miles.

Vessels from the southward should always endeavor to make this light, so as to prevent being embayed in the deep indentation lying to the westward of the cape, designated "*Wreck Bay.*"

Vessels approaching from the northward will open this light clear of "Crocodile Head," on a bearing of south 27° west, and, by keeping it in view, may pass in safety to the south at an offing of from one to two miles.

Vessels entering Jervis's bay (a good and safe anchorage in all winds) will shut the light in with the north end of "Bowen island," on a bearing of south ½ west.

MELBOURNE.—JAMES F. MAGUIRE, *Consul.*

OCTOBER 24, 1861.

I have the honor to enclose statistics of commercial information for insertion in the "Commercial Relations of the United States for 1861," published for the use of the government.

Of merchandise imported from the eastern States to Victoria, a large proportion consists of lumber, machinery for agricultural purposes, kerosene oil, and carriages of all descriptions.

The last-mentioned articles continue in general use. From the lightness of their build and their durability are found to be better adapted for the colony than the heavier made English or colonial vehicles.

Agricultural implements and harvest tools of American make are also much used.

From California large supplies of flour, wheat, and oats continue to find a market in this and the adjacent colonies; but, as the land here gets more cultivated, that trade must in some degree diminish, unless the rate for manual labor should be higher than at present, in which case importers may still reap a profit and continue their speculations.

Our present ministry are pledged to "protection to native industry," and will, no doubt, revise the "tariff," though this has long been promised, and still some time may elapse before it is really done.

Sheep and cattle breeding is, generally speaking, the principal occupation of the wealthier classes; but our mining population is much larger than any other class.

The colony cannot be said to be in a very thriving condition at present, and, until the government open the lands on easy terms for the people, (many of whom are small capitalists, and ready to embark in agricultural pursuits,) no very bright prospect is before us.

The following returns are made up as correct as possible:

Gold exported for the year ending June 30, 1861, 2,115,507 ounces; value, £8,461,561. Wool exported for same year, 23,301,910 pounds; value, £1,965,759.

The number of vessels entered for year ending June 30, 1861, was 1,831; tonnage, 526,250. Imports valued at £13,408,073. Of these 90 were American vessels, 38 being direct from the United States; tonnage, 25,014 tons register.

The number of vessels cleared for year ending June 30, 1861, was 1,875; tonnage, 547,651; the value of exports, £13,115,854.

Since the first discovery of gold in Victoria to the close of last year, 23,917,980 ounces have passed through the custom-house, valued at £95,670,000; and it is estimated that 2,000,000 ounces have left the colony by private hands.

The census of 1861 gives the population of Victoria as being 328,651 males, and 211,671 females, showing a total of 540,322 persons.

The port regulations of Victoria remain unchanged.

In closing this summary I feel bound to mention the effects of the law with regard to the discharging of seamen upon American shipping interests. The law provides that three months' extra wages for the seaman discharged shall be left in the consul's hands, and, unless this is strictly complied with, the consul becomes liable to the government. Cases continually come under my notice where it would be of great advantage to masters of vessels to discharge a seaman or officer with the free and full consent of the party, and under circumstances which would render it impossible for the person discharged to become a charge upon the government. The consul, having no discretionary power, must insist upon the letter of the law, and, masters not being authorized to incur such expense, frequently much hardship is experienced by both parties, and improper means resorted to to effect the object, viz: the seaman is paid in part or in full of wages due, and allowed to desert, the master certifying on oath before me that he has used all lawful means to prevent such an occurrence, evidence of which to the contrary it is very difficult to produce. In such cases the seaman has no discharge, and the laws of the port prohibiting, under a heavy penalty, the shipping of a seaman who has deserted, or who has an improper discharge, he is, therefore, unable to ship; and, when his funds are exhausted, he applies to the consulate for relief, (the fact of his not having a discharge being no obstacle to his obtaining relief from the consul;) he therefore becomes a heavy charge upon the government.

I am inclined to believe that if some discretionary power as regards discharging seamen at this port was invested with the consul, the sums expended on this head would not amount to so large an item as at present.

ST. HELENA.—WILLIAM CARROL, *Consul.*

NOVEMBER 1, 1860.

In answer to the communication from the department, dated August 10, I hasten to reply. Slave vessels captured on the west coast of Africa by the British cruisers, with or without slaves, are sent to Sierra Leone or to this port for adjudication. The masters and crews of slavers are generally landed on the coast at their own request, but sometimes a portion of the crews remain in the vessels and are brought to this port, when they are at once set at liberty. The slaves are kept in a depot, where every care and attention is bestowed on them. They are provided with clothing and substantial food and medical attendance by the government, and are not required to perform any labor.

Many of these people are now located on the island, and employed at good wages either as domestic servants or daily laborers. The remainder are shipped off to the British West India islands under the emigration act, and are treated precisely, in every respect, as British emigrants. The ultimate disposal of these people I am not sufficiently aware of.

FEBRUARY 20, 1861.

I have the honor to report that during the past year, December 31, 1860, no changes have been made in the commercial system of this colony, nor has anything transpired affecting the interests of the United States commercially or otherwise. In so small a place, the resources of which are so extremely limited, very little improvement takes place from year to year. Nor can it well be otherwise where there is no export trade and nothing manufactured, every article of commerce required for the use of the inhabitants being imported from various places, a very small proportion of which direct from the United States.

The island is still visited by a large number of homeward-bound and other ships of all flags, and during the past year the total number was 1,044, of the aggregate tonnage of 561,455, of which 119 were American merchant ships and whalers, measuring 65,373 tons, and among the whole number five United States ships-of-war, four of which belonged to the African squadron and one homeward bound from China.

This island cannot be estimated in any other light than as a stopping place for vessels bound to Europe and America from India, China, Australia, and the Pacific, for water and refreshments; and it may be very properly considered as a military post and fortified water tank, with a fine climate and safe anchorage.

AUGUST 2, 1861.

CHARGES AT THE CUSTOM-HOUSE.

Wharfage.

	s.	*d.*		*dol.*	*cts.*
Every pipe, puncheon, butt, cask, jar, and can, of whatever description, of the size and measure of ten gallons and upwards	2	0	or	0	50
Every barrel of flour and every cask, jar, keg, and can, of whatever description, in size and measure less than ten gallons	1	0	or	0	25
Every case, box, chest, trunk, bale, crate, basket, or other package, measuring 60 cubic feet and upwards	10	0	or	2	50
30 cubic feet and under 60	5	0	or	1	25

	s.	*d.*		*dol.*	*cts.*
10 cubic feet and under 30	3	0	or	0	75
5 cubic feet and under 10	2	0	or	0	50
Under 5 cubic feet	1	0	or	0	25
Every bag of whatever description, (except rice and paddy)	1	0	or	0	25
Every bag of rice and paddy	0	3	or	0	06¼
Bricks, slates, tiles, shingles, laths, and staves, per 1,000	3	0	or	0	75
Timber, per cubic foot	0	1	or	0	02½
Oil cake, guano, anchors, coals, or patent fuel in bulk, per ton measurement	2	0	or	0	50
Horned cattle and horses, each including cranage fee	5	0	or	1	25
Sheep, goats, pigs, calves, each	1	0	or	0	25
Heavy articles and goods not enumerated, per cwt., (112 pounds)	0	2	or	0	04⅙
Condemned vessels for demolition, with their tackle, apparel, and furniture, per ton measurement	1	0	or	0	25
All articles of every description not included in the above, each	0	6	or	0	12½

Ships discharging for repairs to pay wharfage dues—one-half the above rates.

Cranage.

For every boat load	5	0	or	1	25
For each hoist or lower	0	6	or	0	12½

Permits.

For wine, beer, or spirits	5	0	or	1	25
For any other goods	1	0	or	0	25

Duties.

On spirits, per gallon, (imperial)	10	0	or	2	50
On wine in casks or bottles, per gallon, (imperial)	1	9	or	0	34¾
On beer, per hogshead	10	0	or	2	50
On ale and porter in bottles, per dozen bottles	0	6	or	0	12½

Exceptions.

Coin, empty casks, casks or tins landed for the purpose of being filled for immediate reshipment on board of the same vessel from which they were landed.

If wine, beer, spirits, or other goods are deposited in the Queen's warehouse, to be bonded, bond must be given with sureties (to three times the amount of duties) in event of the same being used on the island or in the harbor. If exported for use at sea, no duties, (but only the wharfage.)

The goods in bond need be examined frequently, owing to the liability of attack being made on them by white ants.

Packages containing the goods ought to be of strong material. If of wood, pitch pine is recommended; and if cask, the hardest oak or ash. If in bales, the outside ought to be well covered with pitch and tar. * * * * * * * *

Custom-house hours every day in the year, (Sundays and public holidays excepted,) between the hours of ten and three.

NEW ZEALAND.

BAY OF ISLANDS.—G. H. LEAVENWORTH, *Consul.*

OCTOBER 24, 1860.

* * * I think, however, that but little could be added to the reports of preceding years.

The whaling trade continues to be the only connecting link between New Zealand and the United States. I annex a copy of the new tariff brought into operation July 18, 1859.

Tariff of custom-house duties passed by general assembly, 1858. *Brought into operation July* 18, 1859.

	£	*s.*	*d.*
Ale, beer, cider, and sherry, in wood	0	1	0
Ale, beer, cider, and sherry, in bottle	0	1	6
Cigars and snuff, per pound	0	3	0
Coffee, chicory, and chocolate, per pound	0	0	3
Cutlery and hardware of all kinds	0	3	0
Candles and soap, per cwt.	0	3	0
Fire-arms of every description, each	0	5	0
Gunpowder, per pound	0	0	3
Manufactures of silk, cotton, linen, and woollen, and all articles made thereof; drapery, haberdashery, hoisery, millinery, furs, hats, boots and shoes, dried fruits, oilmen's, stores of all kinds, plate, plated ware, measuring outside the packages, per cubic foot	0	4	0
Spirits and strong waters of every kind, per gallon	0	9	0
Sugar, raw and refined, treacle, and molasses	0	0	1
Tea, per pound	0	0	4
Tobacco	0	1	6
Wine in wood and bottle, containing less than 25 per cent. of alcohol	0	3	0

JANUARY 10, 1861.

I have the honor to enclose returns for quarter ending December 31, 1860.

I also enclose two copies of the "foreign seamen's act, 1860," for the enforcement of which I was authorized by the State Department to apply to the governor of New Zealand on the 29th of May last. I forward copies of my application and the reply of the honorable colonial secretary.

I beg leave to call your attention to the fact that the provisions of the act of 1860 are precisely the same as those of the one sent to the department by the late consul. * * *

Customs duties.

	Duty.		
	£	*s.*	*d*
Ale, beer, cider, and perry, in wood, per gallon	0	0	6
in bottle, per gallon	0	1	0
Cigars and snuff, per pound	0	3	0
Coffee, chicory, cocoa, and chocolate, per pound	0	0	3
Cutlery, hardware, hollow-ware, ironmongery, of all articles manufactured therefrom, drapery, haberdashery, hosiery, millinery, furs, hats, boots, shoes, dried fruits, oilmen's stores of all kinds, plate and plated ware, measuring outside the packages, per cubic foot	0	4	0

	£	s.	d.
Spirits and strong waters of every kind, sweetened or otherwise, of any strength not exceeding the strength of proof by Sykes's hydrometer, and so on in proportion for any greater strength than the strength of proof, per gallon	0	4	0
Sugar, raw and refined, of all kinds, and treacle and molasses, per pound	0	0	1
Tea, per pound	0	0	4
Tobacco	0	0	4
Wine, in wood and bottle, containing less than 25 per cent. of alcohol of a specific gravity of .825 at the temperature of 60° Fahrenheit's thermometer, per gallon	0	3	0

Duty-free goods.

Anchors and chains, and rod, bolt, bar, sheet, hoop, and pig iron, and nails; sail-cloth, cordage, twine, cotton yarn, bags, sacks, and wool-packs; spirits of tar and turpentine; tobacco for sheep-wash; nuts of all kinds; powder fit only for blasting purposes; and all other goods, wares, and merchandise, excepting those above enumerated.

CAPE TOWN.—DANIEL M. HUCKINS, *Consul.*

NOVEMBER 19, 1860.

I have the honor to acknowledge receipt of your despatch dated 10th August last, requesting information respecting the disposition made by the British government of the Africans captured from slavers by the British navy, and also as to the disposition made by that government of the officers and crews of those slavers.

I now beg to enclose (No. 1) copy of a letter from the mixed British and Portuguese commission to the colonial secretary on this subject.

Enclosure No. 2, copy of a letter from the registrar of the vice-admiralty court.

Enclosure No. 3, copy of a letter from the collector of customs at this port.

By reference to these documents it will be found that the negroes taken are liberated here, with the exception of children, who are apprenticed under the provisions of a certain act created for the purpose of providing for this class.

With regard to the officers and crews it would appear that they are either liberated or placed at the disposal of the government of the country under whose flag the vessel was navigating at the time of the capture, to be tried and punished according to the laws of that country.

About a month since a bark, "name and nation unknown," arrived at this port in charge of Lieutenant de Wahl, royal navy, said vessel having been captured at Johanna, Mozambique, by her Majesty's steamship Lyra. On examination it was found that she was in every way fitted up as a slaver, having a large number of water tanks and casks, with space for about one thousand negroes. Previous to her being boarded she was flying Mexican colors, which were thrown overboard as the Lyra's boat pulled alongside. Her name is said to have been the Esperanza, her previous name the Amalia, built at Baltimore for a house in Rio de Janeiro. It is believed that she had made two successful voyages to Cuba with negroes.

The person supposed to be the captain and a part of the crew were landed here and allowed to seek employment for themselves; the remainder of the officers and crew were left at Johanna. All appear to have been Spaniards. As a general rule, the parties engaged in this traffic are either Spaniards or Portuguese.

MIXED BRITISH AND PORTUGUESE COMMISSION,

Cape Town, November 5, 1860.

SIR: In reply to your letter of the 29th ultimo, asking information sought by the United States consul as to the disposition made of the Africans captured from slavers by the British

navy, and of the officers and crews of those vessels, I am directed by the commissioners to inform you that all negroes brought into this colony for adjudication by this mixed commission are handed over to the collector of customs, by whom they are taken care of, and ultimately apprenticed, under the laws in force in the colony; and that the officers, crews, and all persons not being slaves, found on board a condemned slave vessel, whether British or Portuguese, are, under the treaty, placed at the disposal of the government of the country under whose flag the said vessel was navigating at the time of her capture, to be tried and punished according to the laws of that country.

The practice hitherto, with respect to Portuguese vessels, has been to allow the persons found on board to remain at liberty on moderate bail until judgment has been pronounced, when, in case of condemnation, they are detained, on the warrant of the court, until opportunity occurs to send them to Mozambique for trial. In the event of a British vessel being condemned, the persons found on board would be handed over to the authorities for prosecution in this colony.

I have the honor to be, sir, your most obedient servant,

WILLIAM TASKER SMITH, *Registrar.*

W. De Smit, Esq., *Under Colonial Secretary.*

Cape Town, *November* 1, 1860.

Sir: I have the honor to acknowledge your letter dated 29th ultimo, requesting information as to the disposition made of the Africans captured from slavers by the British navy, and of the officers and crew of those vessels, and to state, in reply, that the Africans so captured were, from time to time, when the vessels were condemned, bound as apprentices, under the provisions of act 5, section 4, cap. 113, by the collector of customs of this colony, for certain periods, on the expiration of which they were considered as persons entitled to their freedom unconditionally.

With regard to the officers and crew of the vessels, the act 2d and 3d Victoria treats of the vessels without reference to the officers and crew. When, therefore, any of them were brought to this colony for the purpose of enabling them to defend the case, they were treated as free men, who might remain in or depart from the colony, as they might think fit.

I have the honor to be, sir,

JOHN REID, *Registrar of the Vice-Admiralty Court.*

Hon. Richard Southey, *Acting Colonial Secretary.*

Cape Town, *November* 13, 1860.

Sir: With reference to the letter of the United States consul, dated 23d ultimo, requesting information respecting the disposal of Africans captured from slavers by the British navy, and also the disposition made of the officers and crews of those vessels, I now beg to inform you that the Africans are landed and placed in my charge. I liberate the adults at once. The children are apprenticed by me, for short periods of time, to learn trades; and the masters are bound, under heavy penalties, to treat them well during their apprenticeship.

On the capture of a slaver the officers and most of the crew are put ashore at the nearest port, one or two being brought in the prize to the port of condemnation. As soon as the vessel is condemned these are set at liberty.

I have the honor to be, sir, your most obedient servant,

W. S. FIELD, *Acting Collector of Customs.*

The honorable The Acting Colonial Secretary.

DECEMBER 31, 1860.

In accordance with consular regulations, I now beg to hand you my annual report.

First—commercial.

I forward herewith, under separate cover, the Government Gazette, of the 31st August, containing an account of the principal articles of import, comparing the quarter ending March 31, 1859, with that of 1860.

The following are the total imports from and exports to all countries during the year ending September 30, 1860, viz:

Imports	$7,533,190
Exports	4,071,975
Balance against the colony	3,461,215

The imports from the United States were, for the years ending—

September 30, 1860	$403,540
September 30, 1859	228,787
Increase in favor of 1860	174,753

Classified:

Provisions	$64,543
Tobacco, manufactured	79,794
unmanufactured	14,361
Flour	116,267
Furniture	11,931
Agricultural implements	12,135
Building materials	2,740
Lumber, &c.	27,541
Soap	13,001
Staves	19,898
Wheat	16,763
Bread	2,135
Miscellaneous	22,471
Total	403,580

The exports to the United States were, for the years ending—

September 30, 1860	$399,861
September 30, 1859	321,211
Increase in favor of 1860	78,650

Classified, 1860:

Wool	$183,305
Sheep skins	133,261
Goat skins	75,018
Hides	18,736
Buchu	2,022
Old iron and metal	2,460
Wine, arrowroot, and argol	3,644
Linseed	1,415
Total	419,861

The imports are much larger than any former year; there is an increase of $174,753 on the past year. Many articles have, on the whole, met with a good sale, particularly lumber and building materials; but with manufactured tobacco and provisions the market has for some time been overstocked. There has of late been a considerable decrease in the importation of agricultural implements; the English manufactures, especially ploughs, chiefly in the western province, having to a great extent superseded the American.

The chief article of export is wool in the grease. Owing to the heavy duty on washed wool in the United States, it is very seldom that any shipments are made.

PORT ELIZABETH.

I extract the following from the report of Charles E. Jepsur, esq., acting United States consular agent at Port Elizabeth:

"Imports from the United States for the years ending—

September 30, 1860	$335,781
September 30, 1859	301,512
Classified:	
Tobacco, manufactured	$79,429
Flour	102,372
Furniture	17,386
Agricultural implements	16,922
Building materials	6,655
Lumber	20,250
Miscellaneous	92,767
Total	335,781

"Exports to the United States as above, viz:

September 30, 1860	$1,344,113
September 30, 1859	822,409
Classified:	
Wool, pounds	5,019,249
Goat skins	175,312
Sheep skins	192,728
Hides	5,272
Aloes, cases	80
Horns	1,682

"In imports you will not see the gain of last year's report; but it clearly demonstrates that the trade of the United States with this port is on the steady increase, showing a balance of $34,269 in favor of 1860, and the majority of the goods have met with a ready market, and fair prices generally maintained, with the exception of one article, that is, manufactured tobacco, with which the market has been overstocked for some months past. Lumber, notwithstanding the considerable importations of this article, still remains in good demand; and, in fact, building material of all descriptions is greatly needed, as buildings are being erected every day.

"Exports give a balance for the same period of $521,704, which only shows us that the South African wools are gaining in favor in the United States every day."

By the above statistics from Cape Town and Port Elizabeth it will be seen that the total exports from both ports amounted to	$1,743,974
The imports	739,321
Balance in favor of the colony	1,004,653

Figures which indicate that a very large and increasing trade is carried on between this colony and the United States.

PORT NATAL.

Little or nothing is done with regard to trade between this port and the United States. The American goods required for the market, which is rather small, are generally received from Cape Town. The following is an extract from the report furnished by G. C. Cato, esq., the United States consular agent there:

"To frame a trade report for this colony is somewhat difficult. The colony being young, business has not yet settled down to any particular set rules. Port Natal is the furthest British eastern port on this coast, and the only door to a large extent of thickly populated interior country, and which may be considered to have only a commercial existence since 1846, as shown in the statement of imports and exports, viz:

"1846, imports	$209,790
"1859, imports	999,585
"1846, exports	77,045
"1859, exports	517,360

"Most of our largest merchants have branch establishments in the interior, and this port may be considered the depot, the merchandise being sent to these branch stores and there exchanged, mostly for wool and ivory. It will be seen, by reference to the annexed, the export of these articles since 1858, viz:

Date of exportation.	Ivory.	Wool.
	lbs.	*lbs.*
In the year 1858	117,663	220,234
In the year 1859	67,255	469,466
Six months of 1860	61,471	285,496
Three months to September 30	2,551	64,404

"All of which ivory and wool, with all the other produce, comes here for shipment. Seldom does any of it change hands after it arrives here. The merchant must remit, and as he cannot obtain paper he must send produce. We have no public market here for the sale of produce, as is the case in every town of the Cape Colony. It may now be decided what our articles of export are likely to be: Sugar and arrowroot for the coast country and sheep's wool for the interior, there being no limit to the production of either where the country is properly filled up with a white population and labor obtainable with any certainty. To meet this latter an officer of the government has been sent to India to obtain coolies to assist in carrying out the sugar enterprise.

"In a few months the contemplated harbor works will commence for the removal of the bar at the entrance, estimated to cost £165,000, to be obtained in England on loan. When

that work is finished the harbor of Natal will be the finest in South Africa. Money is very scarce, and not in sufficient quantity to meet the requirements of the colony; hence the usual high rate of discount of 12 per cent. per annum. There are two banks and one fire and trust assurance company in this colony, and all do as much discounting as their capital will allow.

"A good deal of American productions reaches this market during the year, and in a very short time I hope to see cargoes coming direct from the States to this rising colony; but at present there is nothing for sale here that an American ship can take back as a return cargo, except sugar. The exports of sugar were—

"In 1858	113	tons.
"In 1859	289	"
"First six months in 1860	679	"
"Add for quarter to September 30	183	"

"The production of this article is certain to increase very rapidly every year."

PUBLIC WORKS.

Under this head the first and foremost of all, both in magnitude and importance, is the breakwater. The ceremony of the laying of the foundation stone of this great work by his royal highness Prince Alfred took place on the 17th of September last, and the work is now steadily progressing. When completed it will be one of the largest and most important works of the kind in the world. * * * * * * * * *

The Simon's bay patent slip was completed and the first vessel hauled up in August last; since then it has been in great requisition for repairing and cleaning vessels. The Table bay patent slip will be commenced in a few months. The ground required for the purpose has already been allotted, and it is confidently expected that the work will be finished in the course of next year, (1861.)

With these improvements this port will present every facility to the shipping of all nations, and this harbor, instead of being one of the most dreaded, will be classed among the safest.

BRISBANE.—J. E. BROWN, *Consular Agent.*

OCTOBER 31, 1860.

As consular agent at this port, I have the honor to report as follows :

1st. This colony, until December last, formed a portion of New South Wales, and was known as the district of Mintou bay.

2d. The colony embraces that portion of New Holland north of the twenty-ninth parallel of latitude, and east of the one hundred and forty-seventh degree of longitude.

3d. The population is supposed now to number thirty thousand. The revenue about £180,000 ; the imports, £200,000, and exports nearly £600,000. I annex an abstract of the exports from October 1, 1859, to October 1, 1860.

4th. As indicated by the large exports of wool, tallow, and hides, and the large importation of flour, &c., the population, excepting the trading portion and a very few engaged in agriculture and gardening, are employed in pastoral or squatting pursuits, which have hitherto proved highly remunerative, and until the large tracts of unoccupied country have been fully stocked, this interest must continue to grow and take precedence of all others.

5th. The lands are leased to the squatter by the government in tracts of 16,000 acres, at a rental varying from £10 to £50. Not only the government, but a large majority of the people are, as yet, in favor of perpetuating this land system in preference to alienating the land in smaller tracts to *bona fide* farmers at a nominal price. No land is sold for less than twenty shillings per acre.

6th. No alteration has been made in the tariff and other enactments, regarding trade or commerce, since the separation from your colony; so that it will not be necessary for me to say more than that the same regulations exist here as in New South Wales. There will be a change soon, I think.

7th. By far the greater part of the imports and exports now come and go through your port, (Sydney.) But now that this place has been made the seat of government for the new colony, and the home of many wealthy merchants, it is fair to presume that the trade with England and America will gradually increase until, by the direct trade, the merchants here will be able to supply the demands from the interior.

8th. It will be seen, by comparing the amount of exports from this port with that from the other ports of the colony, that it is the centre of trade, as it is also of the population of the colony. The principal objection to this place is the existence of a flat at the mouth of the river, which prevents vessels drawing more than eleven feet from ascending the river to the town, and compelling them to lie in the bay twenty miles distant.

The cost of lighterage to and from the town to the anchorage is at the rate of 7*s.* per ton, and 2*s.* 6*d.* per bale of wool. This obstruction to the navigation of the river will soon be removed, as the government has ordered a steam dredge for the purpose. The river is navigable above this place for steamers drawing not more than five feet for fifty miles, and the greater part of the imports and exports of the colony are conveyed by steamers to Ipswich, at the head of navigation.

The only charge on shipping at this port is the pilotage, the rates the same as in Sydney. There is no charge for wharfage, that being paid on the goods landed by the owners thereof.

Coals are procurable at twelve shillings per ton, deliverable at the wharf, and twenty shillings deliverable at the anchorage in the bay. Extensive coal beds exist throughout the colony; the best one yet worked is owned by an American, who has been twenty years in the colony.

9th. I now come to what more immediately concerns the commerce of our country, and although I may be able to enumerate the different descriptions of American goods imported into the colony, I am not prepared to state, with any degree of accuracy, the quantity required by the greatly increasing demand. Furniture to the amount of £10,000 is imported annually, but only a small portion of this is of American manufacture.

American buckets, brooms, tubs, chairs, corn-shellers and crackers, ploughs, threshing machines, doors, sashes, dried apples, tobacco, buggies, and express wagons, are extensively used, and are all purchased in Sydney, from the importers of the same from America, thereby adding from 25 to 75 per centum to the Sydney prices. This, in due time, will be remedied by the merchants of America exporting direct to Brisbane in ships of 200 or 300 tons burden, which are peculiarly adapted for the trade by reason of their size, &c.

As I have before remarked, the demand for American goods is increasing every week, and will soon assume proportions justifying direct importations from the United States.

The liberal government, the intelligent class of merchants, and enormous wealth of the people, in the aggregate, indicate a prosperous community or colony, which in a few years will become a good customer for goods of American manufacture. * * *

EXPORTS FROM THE COLONY OF QUEENSLAND.

For the quarter ending December 31, 1859, *coastwise.*

From the port of Brisbane:

Wool, 4,587 bales, 1,605,450 lbs., at 21*d.*	£140,476
Tallow, 28 tons, at £40	1,120
Sheep, overland, 4,000, at 15*s.*	3,000
Cattle, 1,500, at 80*s.*	6,000
Timber	1,249
Coals	2,000
Gold	2,936
Sundries	2,614
Total	159,395

28 vessels arrived, bringing	906	passengers.
24 vessels sailed, taking	205	"
From the port of Maryborough	30,831	"
From port Curtis and Rockhampton	16,688	"

Quarter ending March 31, 1860.

From the port of Brisbane:

Wool, 4,061½ bales, 1,421,525 lbs., at 21*d.*	£124,383
Hides, 2,624	1,574
Tallow, 108 tons, at £45	4,860
Timber	1,000
Sheep, 15,000, at 15*s.*	11,250
Cattle, 2,000, at 80*s.*	8,000
Gold	6,905
Coals	1,500
Sundries	3,135
	162,607
From Maryborough, 1,480 bales of wool	46,323
From port Curtis and Rockhampton	21,076
Total	230,006

32 vessels arrived, bringing	614	passengers.
27 vessels departed, taking	331	"

Quarter ending June 30, 1860.

Port of Brisbane:	
Wool, 897 bales	£24,485
Tallow, 244 tons	10,980
Cattle, 4,000	12,000
Sheep, 30,000, at 12*s.*	18,000
Sundries	15,269
	80,734
Port of Maryborough	18,550
Port Curtis and Rockhampton	3,911
	103,195

Quarter ending September 30, 1860.

Port of Brisbane	£25,183
Port of Maryborough	7,253
Port Curtis and Rockhampton	3,900
Baffle creek	1,738
	38,074

BATHURST, GAMBIA.—DANIEL R. B. UPTON, *Consul.*

DECEMBER 15, 1860.

My report of last year was upon the trade and the commerce of Gambia, as shown by statistics of 1858. I now propose to make the returns of 1859 the basis of this annual report.

I have also the pleasure of adding the report from the district of Sierra Leone, Henry Rider, esq., consular agent.

The year 1859 was not favorable to the commerce of Gambia. The crops were short, importations were more limited than in the preceding year, and consequently the customs revenue showed a deficiency as compared with recent previous years; and, above all, sickness prevailed for a season, robbing the commercial community of many members.

The deficiency in the crop of groundnuts, the chief article of export, was nearly one-half as compared with 1858, and about 1,500 tons below the average of the past twelve years, (1848 to 1859, inclusive;) this, too, when in the first five years the article was but a new one, and not extensively cultivated or eagerly sought after.

It is partially accounted for by the scarcity of rain in the previous "rainy season," the internal war among the native tribes, who are the only cultivators, and the poor state of the soil, arising from renewed plantings, without proper treatment, and the impoverishing effects of the extraordinary crop of 15,728 tons of the previous year.

Hides, too, for reasons not so easily explained, show a decrease of 13,997, as compared with the yield of the preceding year, which was but little better than the average of the last twelve years. May not this have arisen in a measure from the same internal wars and consequent loss of the hides of cattle consumed by the combatants, which in peace would have been carefully preserved, and finally found their way to this market?

Beeswax, the third article of export, also shows a deficit of twenty-five tons in comparison with 1858.

The quality of the Gambia groundnut surpasses that of any produced; and the trade of

the place depends very materially upon that fact. It has been observed by some of the oldest merchants here with much concern that the quality is depreciating. The neighboring rivers Casamance, Jeba, and Rio Grande, and the environs of Sierra Leone, produce the groundnut in large quantities, but of quality inferior to "Gambias," both as regards their outward appearance (important as an article of export to the United States) and their intrinsic oleaginous properties, (upon which their value for Europeon markets is solely based.)

This depreciation in quality is mainly owing to the fact that many of the tribes, particularly those who cultivate them on the river below McCarthy's island, have adopted the more speedy mode of threshing instead of picking by hand, whereby the nuts are mixed with leaves, stalks, stones, and other extraneous substances, causing large deductions in the French market, and depreciating their value in the United States as an article of food.

The present governor of this colony, Colonel D'Arcy, well aware of the importance of sustaining the reputation of this our principal export, has most wisely endeavored to counteract the baneful effects of this mode of harvesting by calling together the chiefs of the neighboring tribes, and pointing out the certain, final, disastrous result of the system from which they derive a small temporary benefit. To bring it more forcibly to their minds, his excellency proposes to have agricultural fairs held in the neighborhood, where monetary prizes will be awarded for the best quality of all agricultural productions. The first is to take place in March, and although a novelty in Africa, I cannot but think that it will have the desired beneficial effect.

Added to all the commercial troubles of 1859, we were visited in the latter part of July by that scourge the yellow fever, which made fearful ravages in our small European community. So free had this coast previously been from every species of epidemic, that it was a matter of congratulation that, though living in one of the most unhealthy climates of the globe, we escaped the frightful effects of epidemics in other more favored and healthy climes. The first death was on the 23d of July. From that time to the cessation in September we lost twenty-three persons, out of a European population of seventy-two.

In "Commercial Regulations" there is one important change to note. On the 18th of April, 1860, a new colonial ordinance was enacted relative to port charges, the particulars of which are as follows:

"Upon all ships, boats, and vessels, (canoes alone excepted,) of more than five tons, whether British or foreign, and whether registered or not in the port of Bathurst, entering the river Gambia, or employed or plying within the limits thereof, a quarantine fee of twenty-one shillings in each year, payable on her first entrance into the port of Bathurst: *Provided, always*, That all vessels employed solely in the river Gambia shall not be liable to pay the said quarantine fee.

"Upon all ships, boats, or vessels of more than fifteen (15) tons, whether British or foreign, and whether registered or not in the port of Bathurst, while solely employed within the river Gambia, a duty of one shilling per ton (registered tonnage) shall be paid to the collector of customs on or before the 31st day of January for the current year: *Provided, always*, That upon any such vessel proceeding outside, to pay the additional one shilling per ton.

"All vessels over fifteen (15) tons, whether British or foreign, &c., &c., shall pay two shillings per registered ton once in every year. Vessels that have paid the one shilling and nine pence per ton (the former rate of tonnage) during the current year shall pay three pence additional to make up the two shillings."

Vessels desirous of entering the river Gambia have for the past six years suffered much inconvenience from the fact that Bird island, at the mouth of the river, and one of the principal points mentioned in the sailing directions, has been gradually sinking, and for three years has not been visible at high tides. There was formerly a flagstaff on this island, denoting the pilot station, which navigators were particularly requested to note as a guide.

All this has disappeared. The pilots now remain in their boat anchored off the old side of the island. Vessels approaching the entrance should endeavor to make the outer or red buoy, placed in 1859 on the red bank in five and a half ($5\frac{1}{2}$) fathoms of water (mud) at the third hour of flood tide (neap.) It bears from Bird's Island spit west by north three-quarters north, distance two and a half miles; and from the black buoy southeast half south ten and a half miles by Massey's patent log. The bearings of the black buoy (for which vessels should steer upon leaving the red buoy) and its situation are as follows: It is placed on the north end of African knoll, in two and a half fathoms of water, (springs;) and its bearings are Cape St. Mary west by south half south; tower at Bathurst south half west; Fort Bullen south by east, one-quarter east, three-quarters north; all the bearings by compass.

I beg now to call your attention to the annexed tabular statements Nos. 1, 2, 3, and 4.

By reference to No. 1 you will observe that the value of the imports and exports for 1858 greatly exceeds that of 1859, the only exception being the exports to the United States, which are slightly in excess.

No. 2 shows the principal articles of importation, the countries furnishing them, and the amount in comparison with the previous year.

Table No. 3 gives the exports, their destination and quantities, as compared with 1858. The excess of 1858 cannot but be noticed. In No. 4 you have the exports for the past twelve years, the number of vessels entered during the year 1859, and the number of American vessels entered for the past three years.

It is well known that the slave trade and the means used for suppressing it tend, in a great measure, to impede the development of American trade on this coast. Unfortunately, many of the articles required in legitimate commerce are used also in the slave trade, namely: rum, lumber, empty casks for palm oil, and specie. Many instances have occurred where vessels pursuing a legitimate voyage have suffered detention, and been subject to trial, on suspicion of being slavers, thereby breaking up the voyage, and causing only loss to the owners. I can mention two cases in this colony: the S. W. Nash and the Mary Varney, and in Sierra Leone the Thomas Watson and the Caroline. The means for suppressing the slave trade, it is evident, are not effectual, notwitstanding the immense expenditure by Great Britain and the United States in maintaining a costly squadron, and in attempting to blockade this coast; for it is notorious that in the past twelve months more slaves have been shipped than ever before. And why? For the simple mercantile axiom of demand and supply; for the demand has been great for the Cuban market; and as long as that demand continues, as long as the profits on a single cargo are so immense that one successful voyage out of six is remunerative, men will be found sufficiently daring to undertake, and sufficiently bold successfully to carry out the voyage.

The Cuban market now alone remains. Destroy that market, and the slave trade ceases to exist. If that is impossible, why not blockade the coast of Cuba, the point of destination—a far more feasible plan than to attempt to blockade half the continent of Africa!

The law of nations may not permit, but cannot England, France, and the United States, in the name of humanity, insist that Spain shall make a treaty to that effect? Is England anxious to carry out such a course? Does she not derive more benefit by the present mode of suppression than by the one proposed above? "Liberated Africans" furnish her with soldiers for her three West India regiments; laborers for her African colonies; laborers for her possessions in the West Indies. The United States maintain a squadron of one hundred and thirteen guns, and what benefit do we derive? None. No soldiers; no laborers; our legitimate trade hampered, and our flag often subject to insult.

No. 1.—*Comparative statement of the value of the imports and exports for* 1858 *and* 1859.

Countries.	IMPORTS.		EXPORTS.	
	1859.	1858.	1859.	1858.
Great Britain	$161,295 02	$318,691 62	$95,926 80	$130,791 98
British colonies, West Indies, and Sierra Leone	30,170 20	15,409 82	8,435 04	8,032 32
France	40,312 10	68,457 42	251,358 30	779,608 80
Goreé and Senegal	24,112 42	38,339 88	10,403 04	37,515 24
Canary islands	1,330 32	236 64	----------	960 00
Cape Verde islands	1,068 96	1,108 80	3,547 92	710 40
United States	69,130 10	70,971 20	123,717 48	102,288 84
Leeward coast	37,044 18	56,513 02	35,621 24	31,901 28
West Indies (foreign)	480 00	----------	----------	----------
Windward coast	574 56	----------	740 40	----------
Total	365,517 86	569,728 40	529,750 22	1,091,808 86

Exports for 1858 exceed 1859	$562,058 64	Exports to U. S. for 1859 exceed 1858	$1,428 64
Imports for 1858 exceed 1859	204,210 54	Imports from U. S. for 1858 exceed 1859	1,841 10

No. 2.—*Comparative statement of the principal articles of import for* 1859 *and* 1858.

Articles.	UNITED STATES.		FRANCE AND GOREÉ.		GREAT BRITAIN.		TOTAL.
	1859.	1858.	1859.	1858.	1859.	1858.	1859.
Cotton goods ---- yards	33,000	8,700	316,714	387,915	642,528	976,231	992,242
Gunpowder (for exportation) ---- barrels	45½	----------	----------	----------	1,370	[o]282,950	1,415½
Lumber ---- feet	192,209	259,468	1,530	29,000	2,200	1,210	195,934
Guns ---- number	----------	----------	----------	----------	12,514	13,640	12,514
Rum ---- gallons	44,866	62,447	8,154	16,295	22,551	11,645	75,571
Tobacco, leaf ---- pounds	414,729	251,980	----------	99,322	16,835	146,058	431,564

[o] Pounds.

No. 3.—*Comparative statement of exports from Gambia, for* 1859 *and* 1858.

Countries.	GROUNDNUTS.								HIDES.		WAX.					
	1859.				1858.				1859.	1858.	1859.				1858.			
	Tons	*cwt.*	*qrs.*	*lbs.*	*Tons*	*cwt.*	*qrs.*	*lbs.*	*No.*	*No.*	*Tons*	*cwt.*	*qrs.*	*lbs.*	*Tons*	*cwt.*	*qrs.*	*lbs.*
United States	1,082	5	3	0	628	17	4	14	56,589	67,779	----------				----------			
Great Britain	1,127	16	2	0	1,516	18	3	0	--------	25	75	12	1	4	61	11	2	14
France	6,297	19	2	0	13,122	17	2	14	1,076	--------	11	7	1	23	34	8	3	14
West Indies	26	5	0	0	75	0	0	0	--------	894	----------				----------			
Goreé for France	58	15	0	0	361	13	3	0	1,000	3,954	----------				15	14	1	14
Leeward coast	----------				23	10	0	0	--------	--------	----------				----------			
	8,593	1	3	0	5,728	18	1	0	58,655	72,652	86	19	2	27	111	14	3	14

Excess of 1858 *over* 1859.

Groundnuts	tons	7,185	16	2	0
Hides	number	13,997			
Wax	tons	24	15	0	15

No. 4.—Exports from Gambia from 1848 *to* 1859, *inclusive.*

Years.	Groundnuts.	Hides.	Wax.
	Tons.	*Number.*	*Tons.*
1848	8,435	49,716	210
1849	4,339	54,311	131
1850	6,009	86,484	274
1851	11,094	61,947	183
1852	9,295	81,345	171
1853	11,225	68,449	124
1854	9,162	90,391	179
1855	12,484	113,261	179
1856	10,874	42,742	153
1857	13,554	62,410	67
1858	15,728	72,652	111
1859	8,593	58,655	86
Average crops for 12 years	10,066	70,196	155

Number of vessels entered 1859.

	No.	Tons.	Crew.
British	110	12,899	1,165
French	56	9,658	547
American	14	2,964	108
	180	25,521	1,820

American vessels entered 1856, 1857, *and* 1858.

	No.	Tons.	Crew.
1856	28	5,394	228
1857	30	5,571	216
1858	16	2,865	124
Average	24	4,610	189

	£	s.	d.
Goods, wares, and merchandise, not being the growth or production of the west coast of Africa, transhipped or landed in any of the British settlements on the river Gambia, or taken up the same, except such as shall be entered for exportation only, for every £100 value	4	0	0
Extra duty on the strength of hydrometer proof on spirituous liquors, however sweetened, per gallon	0	0	6
Additional extra duty on the strength of hydrometer proof on all spirituous liquors except rum, per gallon	0	1	0
Additional extra duty on cordials and all other strong waters, however sweetened, wine only excepted, per gallon	0	1	0
Extra duty on tobacco, per pound	0	0	$0\frac{1}{4}$
Additional extra duty on tobacco, per pound	0	0	$0\frac{1}{4}$
Palm wine imported into the island of St. Mary, per gallon	0	0	6

SIERRA LEONE DISTRICT.—HENRY RIDER, *Consular Agent.*

YEARLY REPORT.

Freetown, the port of entry for the colony of Sierra Leone, West Africa, lies in latitude 8° 29′ north, and longitude 13° 14′ west. It is a place of some note, and has been termed the metropolis of this particular part of the coast. The port contains some six or seven thousand inhabitants, and the census taken before the late epidemic returns nearly forty thousand people in the colony. The exports of the place are groundnuts, hides, palm oil, camwood, bene-seed, palm kernels, beeswax, ivory, and native gold. Groundnuts and bene-seed find their principal market in France, and are almost all shipped in French bottoms; palm oil, palm kernels, and beeswax are also shipped to France, but in smaller quantities. Palm oil and hides are the principal exports to the United States; besides which, small quantities of groundnuts, camwood, and ivory are occasionally shipped; these freights are confined to American vessels. England presents a market for all the exports of the colony in a greater or less degree. The imports are tobacco in hogsheads, rum, provisions, and a few dry goods, from the United States; dry goods and provisions of every description, from England; dry goods, wines, and liquors, from France.

The port does not present a flourishing condition. On the contrary, a stranger is impressed with the idea of decay and want of activity. The streets are grass-grown, with but little travel through them; and there are dilapidated houses, and lots overrun with weeds, at every step. The black population, with some exceptions, is very poor and inactive, preferring to remain about town, earning perhaps enough for a single meal, to living in the villages and cultivating the land, which, with a moderate amount of labor, would remunerate them handsomely. The exceptions are generally liberated Africans, who, by strict economy and much shrewdness, have accumulated money, and are, with the few Europeans, the business men of the place. The apathy before spoken of is, however, entirely confined to appearances, for the commercial interests of the place are of considerable importance. The revenues have increased steadily for some years past, denoting a corresponding increase in the commerce of the colony. The amount of business done with the United States is not inconsiderable, as the following returns for 1859 will show:

ARRIVALS.

Number of vessels	29
Tonnage	4,796
Number of men	231

DEPARTURES.

Number of vessels	33
Tonnage	5,760
Number of men	271

Total of American importations	£20,209 14*s.* 1*d.*
Total of American exportations	50,202 17 3

The returns for 1860 I have not been able to obtain.

The commerce with France is much more important than that of the United States, and the business done with England is very great. Besides many sailing vessels, there is a monthly line of steamers freighting, and these cannot supply the demand of the port for English goods; almost every packet leaves merchandise behind for want of room.

A serious drawback to the rapid growth of the colony and a heavy burden on the merchants is the very high tariff of duties imposed upon goods imported. Many tons of merchan-

dise are now taken to the rivers which, with a more liberal tariff, would find their way direct to Freetown. Enclosed I forward a copy of the table of duties. Vessels pay a tonnage duty of one shilling and sixpence, and have the privilege of loading and returning to the port a number of times in the same voyage, provided they are not absent over two months at any one time. A further charge of three pence a ton is collected as light dues. Vessels are also subject to a harbor-master's fee of one pound sterling for vessels of one hundred to one hundred and fifty tons, and ten shillings for each fifty tons over.

The currency of the colony is that of England—the sterling pounds, shillings, and pence. All dollars (silver) are current at par value. Spanish and American gold pass at a small discount. French twenty-franc pieces command a small premium, but all other French gold is wholly uncurrent.

This port is a coaling station for English steamers cruising about the vicinity or on their passage to other stations down the coast, and quite a large amount of tonnage is engaged in bringing the coals, the vessels generally procuring freights of African timber from the adjacent rivers as return cargoes. The slavers taken as prizes by English cruisers are sent here for condemnation. The following is a list of those condemned during the latter part of last year and for the present year up to date:

1st. September 29, 1859, a brig, name unknown, arrived with 469 slaves on board. She was captured off Whydah by her Majesty's steamship "Spitfire," Commander Chapman, condemned by the vice-admiralty court. About 300 of the slaves were shipped on board the bark "Mary Ann," Horton, master, emigrant ship, bound for Trinidad. She sailed from this port June 19, 1860. It is reported that many of the slaves left against their will, and that a number of them, when let out of the yard in which they had been kept to go on board the vessel, escaped to the bush, but were recaptured. The unwillingness to leave is accounted for in this way: The slaves found many countrymen among the people of Sierra Leone, who persuaded them they ought to remain, and not allow themselves to be sent away. It seems the better plan to send them away, however, as, in nine cases out of ten, they turn out very bad if allowed to remain in the colony.

2d. Brig "El Rosario," captured by her Majesty's steamship "Arrogant," Commodore Edmonston, near the line; arrived here the 24th of December, 1859; condemned in the vice-admiralty court January 4, 1860.

3d. A full ship, of about 400 tons, captured by her Majesty's steamship "Triton," Lieutenant Burton commanding, in latitude 3° 25′ north, longitude 11° west, arrived here April 17, 1860. The ship was without papers, colors, or name; condemned in the vice-admiralty court.

4th. Bark "Constancea," under Uruguayan colors, (formerly the American bark "Flying Cloud,") captured by her Majesty's steamship "Electo," off Cameroons, arrived here October 3, 1860; condemned in the mixed commission court October 29, 1860, as a prize to England and the Uruguayan republic.

5th. A brig; no colors or name; Spanish built; captured by her Majesty's steamship "Espoer," Commander Douglas, off Seabor, Sherbro; arrived November 21, 1860; condemned in the vice-admiralty court. This is the last vessel up to this date, December 20, 1860.

A canoe was captured by Thomas Pike, esq., harbor-master, off Tagreen Point, Sierra Leone river, on the night of February 21, 1860. She had on board thirty-four slaves. They were all liberated.

Of late, Bulamo, on the Rio Grande river, has occupied the attention of this government. It is considered a dependency of this colony. It has been visited lately by Governor Hill, and he will attempt another settlement. A company of soldiers is to be stationed there at once. The Portuguese, also, claim the island, and occupied it until driven out by the English. The claim, I believe, has never been properly settled.

In the spring and summer of 1859 an epidemic visited the colony, causing about eighty deaths out of a population of one hundred Europeans. The place is just recovering from the effects of it.

FREETOWN, SIERRA LEONE.

Table of duties upon goods, wares, and merchandise imported or brought into the colony and landed or transhipped therein either for consumption within the colony or for the purpose of being carried up the Sierra Leone river for any use or purpose whatsoever.

	Duty. £	s.	d.
Ale and beer, per gallon	0	0	6
in bottles, per dozen	0	1	0
Bacon and hams, per hundred-weight	0	5	0
Beef and pork, per hundred-weight	0	5	0
Bread and biscuit, per hundred-weight	0	2	6
Bricks, per 1,000	0	5	0
Brandy, per gallon	0	2	0
Butter, per hundred-weight	0	8	0
Candles, not tallow, per hundred-weight	0	9	0
Clocks under 20*s.* value, each	0	5	0
above 20*s.* value, each	0	10	0
Cheese, per hundred-weight	0	5	0
Cigars, per 1,000	0	8	0
Cordials, per gallon	0	2	0
Fish, dried, per hundred-weight	0	1	0
pickled, per barrel	0	2	0
Herring, smoked, per box	0	0	3
Horses, each	1	0	0
Flour, wheat, per barrel	0	5	0
other than wheat, per barrel	0	2	0
Geneva, per gallon	0	2	0
Iron bars, per hundred-weight	0	1	6
hoops, per hundred-weight	0	1	6
pots, per hundred-weight	0	2	0
Lard, per hundred-weight	0	5	0
Nails, per hundred-weight	0	2	6
Pitch and tar, per hundred-weight	0	1	0
Rum, per gallon	0	1	0
Sausages, tongues, and other meats, dried, salted, or cured, per hundred-weight	0	8	0
Soap, per hundred-weight	0	2	6
Slates or tiles, per 1,000	0	6	0
Sugar, refined, per hundred-weight	0	10	0
crushed, per hundred-weight	0	8	3
muscovado, per hundred-weight	0	6	0
Tea, per pound	0	0	3
Tobacco, per pound	0	0	1½
Whiskey and other spirits, per gallon	0	2	0
Wine, per gallon	0	1	6
Wood, viz.:			
Masts and spars in the average diameter, per inch	0	2	0
Pitch pine, per 1,000 feet	0	7	6
White pine, per 1,000 feet	0	5	0
Shooks, each	0	1	0
Shingles, cypress, per 1,000	0	2	0
Boston or pine, per 1,000	0	1	0
Staves and heading, per 1,000	0	5	0

Upon all other goods, wares, or merchandise not previously enumerated, and not being the product of the west coast of Africa, (save and except horses,) imported or brought into the colony and landed and transhipped therein either for consumption within the colony or for the purpose of being carried up the Sierra Leone river for any use or purpose whatsoever, and also except such goods, wares, or merchandise as shall be entered for exportation to any place situated elsewhere than up the Sierra Leone river, or shall be prize goods, for every £100 of the value, £4.

The spirits mentioned in the above table not exceeding strength of proof by Sykes's hydrometer, and so in proportion for any greater or less strength of proof.

Upon the amount of all sales of prize and goods by public auction, after deducting all the charges thereon, for every £100 of the value, £4.

There shall be also raised, levied, and collected by the collectors of customs, and paid unto her Majesty, her heirs and successors, the several duties or dues following, that is to say: Upon every ship or vessel entering or leaving the port, for each and every voyage on which such ship or vessel shall so enter or leave for port, anchorage, and waterage, duties or dues per ton 1*s.* 6*d.* per ton of the burden of such ship or vessel. Provided that ships or vessels owned by persons resident in any of the British possessions on the western coast of Africa, or having an establishment therein, are employed in coasting and drogueing on the said coast,

from the said possessions, shall only, while so employed, be subject to the foregoing port, anchorage, and waterage duties or dues, and in every year, (a year for which purpose shall be from the first day of January till the following thirty-first day of December,) and that other ships or vessels shall not be subject to the same for any second or subsequent entrance or leaving during a voyage on which the said duties or dues shall have been once received, unless the space of time shall intervene between such second or subsequent entrance or leaving, and the first shall exceed two months, in which case such second or subsequent entrance or leaving shall be considered as an entrance or leaving on a new voyage; and that all ships laden with timber and coming from the rivers be excepted.

Upon articles subject to any duties of customs, or to be warehoused for exportation, imported or brought into the colony and landed therein, except the other articles hereinafter mentioned for wharfage, 5*s.* for every ton, 2*s.* 6*d.* for half a ton and less than one ton, 1*s.* 3*d.* for any quantity under half a ton.

Upon the following articles so subject, or to be so warehoused, so imported or brought, and so landed also for wharfage :

	£	*s.*	*d.*
Upon lumber, per 1,000 feet	0	3	9
cypress shingles, per 1,000 feet	0	2	0
Boston or pine shingles, per 1,000 feet	0	1	0
bricks, per 1,000	0	3	0
slates or tiles, per 1,000	0	3	0
lime, per hogshead	0	2	0

Provided that salt, slates, bricks, tiles, lime, coal, and coke, in bulk, shall be exempt from the payment of any wharfage when landed elsewhere than at the public wharf.

CAPE OF GOOD HOPE.

Customs duties.

	Duty. £	*s.*	*d.*
Ale or beer, viz :			
in bottles, per gallon	0	0	3
not in bottles, per gallon	0	0	2
Cheese, per cwt	0	10	0
Cinnamon, or cassia, per pound	0	0	3
Cloves, per pound	0	0	4
Coffee, per cwt	0	12	6
Flour, wheaten, barrel of 196 pounds	0	3	0
Fruits, dried: currants, raisins, or figs, per cwt	0	5	0
Ginger, dry, preserved, or chowchow, per pound	0	0	1
Gunpowder, per pound	0	0	6
Guns or gun-barrels, per barrel	1	0	0
Mace, per pound	0	0	9
Meat, salted or cured, per cwt	0	3	0
Nutmegs, per pound	0	0	6
Pepper, per cwt	0	10	0
Pistols or pistol barrels, each	0	10	0
Rice, per cwt	0	2	0
Spirits of all sorts, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength, per gallon	0	3	0
Liqueurs, cordials, or sweetened spirits, per gallon	0	4	0
Sugar—unrefined, per cwt	0	3	6
refined, or candy, per hundredweight	0	5	0
Molasses, per cwt	0	2	0
Tea, per pound	0	0	6
Tobacco—not manufactured, per hundredweight	1	8	0
manufactured, (not cigars or snuff,) per cwt	2	16	0
cigars, (at the option of the officers of customs) per 1,000	0	12	6
or, per pound	0	1	3
Wine—in bottles, per gallon	0	2	6
not in bottles, per gallon	0	2	0
Wood, unmanufactured, per cubic foot	0	0	2
Goods not being enumerated or described, nor otherwise charged with duty, and not prohibited to be imported into or used in the colony of the Cape of Good Hope, for every £100 value	7	10	0

VICTORIA.

Customs duties.

	Duty. £	s.	d.
Ale, porter, spruce beer, cider, and perry, per gallon	0	0	6
Cigars, per pound	0	3	0
Coffee and chicory, per pound	0	0	2
Molasses and treacle, per hundred-weight	0	3	0
Spirits or strong waters, per proof gallon	0	10	0
Spirits, cordials, liqueurs, or strong waters, sweetened or mixed, per proof gallon	0	10	0
Spirits, perfumed, per gallon	0	10	0
Sugar, raw and refined, and sugar candy, per hundred-weight	0	6	0
Tea, per pound	0	0	6
Tobacco and snuff, per pound	0	2	0
Wine, per gallon	0	2	0
Opium, per pound	0	10	0
All other goods, wares, and merchandise	Free.		

Export duty.—Gold, per oz. 0 2 6

CEYLON.

Customs duties.

	Duty. £	s.	d.
Arms and ammunition, guns and rifles, each	0	5	0
Pistols, per pair	0	5	0
Gunpowder, per pound	0	0	4
Shot, per hundred-weight	0	1	6
Bacon, butter, cheese, and hams, per cwt.	0	6	0
Beef and pork, per hundred-weight	0	2	6
Beer, ale, and porter—in wood, per gallon	0	0	3
in bottles, per gallon	0	0	4
Fish, dried or salted, and fins and skins, the produce of creatures living in the sea, per hundred-weight	0	1	0
Flour, wheat, per hundred-weight	0	2	0
Hops, per hundred-weight	0	6	0
Jaggery or palm sugar, not equal in quality to brown or muscovado sugar, per hundred-weight	0	1	0
Malt, per bushel	0	0	4
Metals—brass sheets, per hundred-weight	0	6	0
copper sheathing and nails, per hundred-weight	0	6	0
Iron—bar, per ton	0	7	0
corrugated, per ton	0	14	0
galvanized, per ton	0	10	0
hoop, per ton	0	10	0
pig, per ton	0	5	0

	Duty. £	s.	d.
Iron—rod, per ton	0	8	0
sheet, per ton	0	10	0
Lead, sheet, per ton	1	0	0
Spelter and zinc, per ton	0	18	0
Steel, per ton	0	18	0
Opium, per pound	0	1	0
Paddy, per bushel	0	0	3
Pitch, rosin or tar, per barrel	0	1	0
Rice, wheat, grain, peas, beans, and other grain, (except paddy,) per bushel	0	0	7
Salt, per hundred weight	0	4	3
Saltpetre, per hundred-weight	0	1	0
Spirits and cordials, per gallon	0	5	0
Sugar, refined and candy, per cwt	0	5	0
Sugar, unrefined, per hundred-weight	0	2	6
Tea, per pound	0	0	6
Tobacco—manufactured, per cwt	1	0	0
unmanufactured, per cwt	0	10	0
Cigars and snuff, per pound	0	0	8
Wine—in wood, per gallon	0	1	6
in bottles, per gallon	0	2	6
Goods, wares, and merchandise, not otherwise charged with duty or prohibited, and not comprised in the table of exemptions, for every £100 value	5	0	0

Table of exemptions.

Books and maps, printed; bullion, coin, pearls, and precious stones; coal, coke, and patent fuel; cocoa-nut oil; coffee; coir, yarn, rope, twine, and strands; copperah; cotton wool; couries and other shells; fruit, not in any way preserved; groundnuts, gingeley seed, and linseed; horses, mules, asses, and all other live stock; ice; manures; black pepper; regimental clothing, necessaries, and accoutrements imported for the use of her Majesty's land and sea forces; seeds intended for agricultural and horticultural purposes, including plants; specimens illustrative of natural history; iron tanks; whale oil.

Export duties.

	Duty. £	s.	d.
Areca nuts, per cwt	0	0	4
Cinnamon, bale of 100 pounds, nett	0	2	0
Coffee, per cwt	0	1	0
Coir, yarn, fibre, rope, and junk, per cwt.	0	0	3
Copperah or cocoa-nut kernels, per cwt.	0	0	3
Oil, cocoa-nut, per cwt	0	0	7½
Sugar, per cwt	0	0	6
Tobacco, unmanufactured, per cwt	0	0	4
Goods, wares, and merchandise, not otherwise charged with duty, nor comprised in the table of exemptions, for every £100 value	2	10	0

STANLEY, (FALKLAND ISLANDS.)—W. H. SMYLEY, *Commercial Agent.*

DECEMBER 31, 1860.

My last letters to you are dated July 22, and from that time to this date we have had no arrivals of American vessels, and consequently I will have no returns to make; nor has there been any expenditures. I wrote you July 12, from Rio Negro, that I had been informed of the loss of the brig George, of Stonington, on the coast of Patagonia. This was a mistake. I went in search of her and found it to be the brig George, of France, having been blown on shore at Penguin island. Five of her crew undertook to go by land to Rio Negro, but three died before they got round St. George's bay; the other two were picked up by a French ship and were taken to France. The captain and the remainder of the crew I found still on the island. They were employed getting a cargo of guano. Finding them well provided for by a vessel which had been taken to relieve them, I proceeded along the coast and found Captain Nichols, an American, on a small island in the river St. Cruz. He was alone, and was employed in getting a cargo of guano. I stopped with him two days, and then hunted the coast as far as Cay inlet, but found nothing more. I found Captain Nichols had been brought there by Captain Norie, the very man I went in search of on my last cruise, when he had lost the American bark Dolphin. I was informed by Captain Nichols that during the time he was off Leonas island that some English vessels had taken all his guano from him. But as the case was left to Mr. Gayle, the United States consul at Montevideo, I took no steps about it. Leonas island is latitude 45° south. There are several French establishments on the coast of Patagonia and one English; and the French give them every assistance in their power. They send a vessel-of-war every little while. The English are now doing the same, and I expect ere long there will be some difficulty between them. I have but little means and less power to give assistance to our countrymen; but that little you may depend will be cheerfully given. The establishments formed on the coast are for procuring guano and Penguin oil. The governor has just let one of those islands for the same purpose.

The British government has done nothing towards fortifying the place as yet. Our winter has been very severe, and I may say the same of the summer. So far we have several English vessels here repairing; and was not labor so high and everything so dear many vessels would call here for repairs.

I know of nothing more to say at present.

ZANTE.—A. S. YORK, *Consul.*

JANUARY 25, 1861.

I beg to enclose my commercial statement for the last quarter of the year 1860, enclosure No 1.

No vessels during this period visited this port. Several arrivals took place at Corfu; but

no returns being forwarded by our consular agent there to this consulate, as stated in my despatch 30th December, 1860, (No. 9,) it is quite out of my power to forward to the department the relative returns of arrivals and departures. During the same time no direct importation from the United States by American or foreign vessels took place, except one brick machine, forwarded from Boston to Zante, *via* Smyrna. No foreign vessel was chartered from here to the United States.

I have the honor, moreover, to transmit by the same mail, and in a separate package, a copy of the new customs tariff. The old "*ad valorem*" system is abolished.

COMMERCIAL AND FINANCIAL REVIEW OF THE IONIAN ISLANDS FOR THE QUARTER ENDING DECEMBER 31, 1860.

Revenue and expenditure.—The average revenue of the last twenty years, general and municipal, has been £172,000. During the same period the expenditure has amounted to £182,000.

Debt.—The gross debt on the 31st January, 1860, amounted to £298,726, of which the sum of £90,289, arrears of military contribution to Great Britain, pays no interest. The remainder bears interest at the average rate of five per cent. Of this sum £77,734 8*s*. 9*d*. are charged against municipal revenue of the several islands. The annual deficit amounts to £10,000.

Currants.—For some years after the islands were first placed under British protection they enjoyed almost a monopoly of this produce. The export duty of 19½ per cent. was at that period a fair impost. Since, matters have greatly changed. Greece has not only introduced currants into its agricultural system, but fresh lands are annually added in that country to the currant plantations. The export duty in Greece is lower than in these islands; and the Ionian producer is laboring under this disadvantage in competition with this continental rival—that his limited territory is not susceptible of the same extended cultivation. The Ionian legislature, perceiving that the interest of the currant growers needed some relief, have passed a bill reducing the duty to a fixed impost of $2½ per thousand pounds, but the lord high commissioner withheld his assent on account of the defective nature of the proposed substitutes. The session being at its close, their Parliament authorized the senate to introduce a new system by an act of government, during the recess of the assembly, a copy of which I have the honor to forward. The duty on currants has been fixed by this act at 14*s*. 2*d*. per 1,000 pounds—equal to that of Greece. This year's crop is calculated about thirty millions at the Ionian islands. Prices fluctuated from $20 to $24 per 1,000 pounds; a very small quantity still remains unsold for holders' interest at $26.

Olive oil.—The same reasons that led the government to decide in favor of a fixed duty on currants apply with increased force on oil, the duty on which has been fixed at 7*s*. 7*d*. per barrel of sixteen gallons. Zante produced this year about 35,000 barrels. Prices fluctuate from $11 to $13 per barrel.

This new system of taxation leaves a deficit amounting to £30,369, which has been substituted by the following new duties:

Sugar raised from 4*s*. 11*d*. per 100 pounds to 8*s*. 4*d*., for all qualities, without distinction. The average quantity of sugar imported annually into these islands is calculated at 2,400,000 pounds. Hence the revenue may be increased by about £3,300 per annum from this additional duty.

Coffee.—The duty increased from 4*s*. 4*d*. per 100 pounds to 12*s*. 4*d*. This will yield a probable increase of about £2,000. The quantity of coffee annually imported into these states is about 700,000 pounds.

Spirits.—Duty increased from 11*d*. to 1*s*. 6*d*. per gallon—increase about £1,000. The government has, moreover, an increased export duty of 2*d*. per gallon, to be levied on the exportation to foreign countries of Ionian spirits. This will add £300 per annum to the revenue.

Foreign wine.—Duty raised from 6*d*. to 1*s*. per gallon. The average quantity of foreign imported into the Ionian isles, during the last five years ending 31st January, 1860, was 780 barrels. Increase of revenue about £500.

Tobacco.—Duty increased from 2*d*. on unmanufactured and 3*d*. on manufactured to 4*d*. and 6*d*., respectively.

The average import is 300,000 pounds; hence an increase of revenue about £2,000. The government recommends the introduction of a monopoly of tobacco.

Stamped paper.—It is proposed to increase the price of stamps in the following rate:

	s.	*d.*		*s.*	*d.*
Class 1 from	2	2	to	2	6
Class 2 from	1	1	to	1	6
Class 3 from	0	9	to	1	0
Class 4 from	0	6	to	0	8
Class 5 from	0	4	to	0	5
Class 6 from	0	2	to	0	3

Salt.—This is monopolized by the government. The price was 1*s*. and 8*s*. 10*d*. per chilo. This price gave to the revenue in 1859 £1,118. The increase will give £1,300 more per annum.

Post office tariff very high. Several other imposts have been added, which I deem useless to mention, in order to make up the deficit of £30,446.

Trade very dull. Very little is done at the islands. The low price of currants and the immense expenses for cultivation and purchase of sulphur (the sole prophylactic hitherto discovered against the blight) have reduced this principal article of export almost to nothing.

The island of Corfu only thrives in commerce on account of its extended trade with Albania.

FRENCH DOMINIONS.

The following decree, made on the 5th day of January, 1861, was received at the Statistical Office after the last report was prepared for transmission to Congress. It is conclusive of the advancement of commercial freedom in the French empire, and of the sagacity and vigor which characterize the movement of that government in commercial reforms, subsequent to the imperial letter, January 5, 1860. The principal feature of the latter was the exemption of *raw materials* from duty. The application of this policy was immediately directed to two most prominent articles for manufacturing purposes, *wool* and *cotton*.

The new tariff compares very favorably with the old one, in which the term "free" figures but little. By the late decree, exemption is extended to many articles, foreign flags being placed on the same footing with French. On many others the charge is reduced to the simple scale duty of twenty-five centimes per 100 kilogrammes; and for all, the differential duties, compared with previous differential duties, are greatly reduced. It requires only the reduction of the tonnage duties which are authorized under the treaty of 1822 to complete the liberal and discreet modification of the navigation laws of France.

"ARTICLE 1. From the 10th January, 1861, the duties on the importation of the following goods shall be fixed as hereafter:

"Skins, fresh or dry, large or small, and furs of all kinds, prepared or not: By sea, by French vessels, from countries out of Europe, produced by countries of Europe, free; from elsewhere,

and by foreign vessels, two francs fifty centimes the 100 kilogrammes; by land, produced by European countries, free; from elsewhere, two francs fifty centimes per 100 kilogrammes.

"Bristles of all kinds: By French vessels, from countries out of Europe, the production of European countries, free; from elsewhere, and by foreign vessels, three francs the 100 kilogrammes.

"Tallow, lard, &c., (graisses) of all kinds: By French vessels, from countries out of Europe, the production of European countries, free; from elsewhere, and by foreign vessels, two francs the 100 kilogrammes.

"Elephant's teeth: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, three francs the 100 kilogrammes.

"Tortoise shell: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, five francs the 100 kilogrammes.

"Nacreous shells: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, four francs the 100 kilogrammes.

"Oleaginous fruits of all kinds: By French vessels, from countries out of Europe, the production of countries in Europe, free; from elsewhere, and by foreign vessels, two francs fifty centimes the 100 kilogrammes; by land, the production of European countries, free; from elsewhere, two francs fifty centimes the 100 kilogrammes.

"Oleaginous grain of all kinds: By French vessels, from countries out of Europe, the production of European countries, free; from elsewhere, and by foreign vessels, two francs fifty centimes the 100 kilogrammes; by land, the production of European countries, free; from elsewhere, two francs fifty centimes the 100 kilogrammes.

"Gum Benjamin: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, two francs fifty centimes the 100 kilogrammes.

"Caoutchouc and gutta percha: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, three francs the 100 kilogrammes.

"Odoriferous woods: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, three francs the 100 kilogrammes.

"Cocoa-nut shells: By French vessels, from countries out of Europe, free; from elsewhere, and by foreign vessels, three francs the 100 kilogrammes.

"Beads, &c.: By French vessels, from countries out of Europe, the production of European countries, free; from elsewhere, and by foreign vessels, three francs the 100 kilogrammes.

"Hemp, flax, and other vegetable filaments not named: In stalks, hackled, and tow, free.

"Jute: In stalks or hackled, free.

"Madder: In roots, &c., free.

"Sulphur: Not purified, and ore included, free.

"Ores of iron, copper, lead, tin, cobalt, antimony, arsenic, zinc, and others not named, free.

"Copper, pure or alloyed with zinc: By French vessels, in pigs, bars, plates, filings, and old broken articles, free; by foreign vessels, twenty-five centimes the 100 kilogrammes.

"Lead: By French vessels, filings and broken articles, free; by foreign vessels, filings and broken articles, twenty-five centimes the 100 kilogrammes; by French vessels, in pigs, two francs fifty centimes the 100 kilogrammes; by foreign vessels, in pigs, two francs eighty centimes the 100 kilogrammes.

"Tin: By French vessels, in pigs, filings, and broken articles, free; by foreign vessels, in pigs, filings, and broken articles, twenty-five centimes the 100 kilogrammes.

"Bismuth, (etain de glace:) By French vessels, free; by foreign vessels, twenty-five centimes the 100 kilogrammes.

"Zinc, crude and in pigs, bars, plates, filings, and broken articles: By French vessels, free; by foreign vessels, twenty-five centimes the 100 kilogrammes.

"Nickel, pure or alloyed with other metals, (Argentine or German silver,) in pigs: By French vessels, free; by foreign vessels, twenty-five centimes the 100 kilogrammes.

"Bones and hoofs of oxen: In the natural state, calcined, &c., free.'

The decree further enacts that the drawbacks now allowed on the export of sulphur, skins, hides, lead, copper, and copper alloyed with zinc, shall, within two months from this day, (the 10th January, 1861,) be suppressed.

PARIS.—JOHN BIGELOW, *Consul.*

OCTOBER 4, 1861.

The high price of provisions in this country has become a subject of serious concern to the government. It is now ascertained that from fifteen to twenty millions of hectolitres of wheat will have to be imported at any cost, to meet the necessities of the population, at an expense of from four to five hundred millions of francs. In view of this necessity, and of the rapid export of specie to pay England for grain, the Bank of France has raised its rate of discount to six per cent., and the government has advanced the price of bread to five cents a pound. * *

The shortness of the crops in France, which, as you will have remarked, is not confined to cereals, but which extends to the vintages also; the comparative suspension of trade with the United States; the unsatisfactory working of the Cobden treaty in a commercial point of view; the enormous demands of the state for money to prosecute its public works; the uncertainty of the future in the United States—all these circumstances have a tendency to produce a feeling of uneasiness here in political as well as commercial circles, which is not likely to diminish at all before January, and which may have a tendency to encourage a tranquillizing policy on the part of the emperor towards foreign nations. * * * * *

MARSEILLES.—GEORGE W. VAN HORN, *Consul.*

OCTOBER 1, 1861.

I have the honor to lay before the department, in my first annual commercial report, all the reliable information that a few months' residence with strangers has enabled me to acquire.

I shall not attempt, at this time, to explain the causes that are operating favorably or unfavorably upon the international commerce between the United States and the port of Marseilles, or to offer suggestions respecting trade, which must necessarily spring from opinions not sufficiently matured to be reliable.

For most of the information contained in this communication I have been compelled (for want of published tabular statements) to resort personally to the unpublished records of the custom-house, and to the unfailing kindness of its gentlemanly officers, and often to have recourse to the merchants and brokers of Marseilles, and to the conductors of the city press; but although my report may lack the seal of official authentication, it will be found to be reliable in every particular.

Of the city of Marseilles one is surprised as well as delighted at seeing the variedly distinguishing costumes of the nations of Europe, Asia, and Africa, mingling in well-affected groups upon her streets, and at hearing in one city the human tongue discoursing in all the modern languages of the world. But although these scenes furnish strong evidence of the cosmopolitan character of the city, and of the extent and variety of its commerce, yet perhaps other circumstances attest as strongly and directly to the rising attitude of this queen of the Mediterranean.

With the wonderful increase of her population (which can only be compared to the marvellous growth of our western cities) streets are being rapidly extended; handsome residences adorn the lately-vacant field; offices and warehouses multiply upon every hand; new

public buildings, beautiful in costly architecture, challenge the admiration of the stranger; the crowded thoroughfares rumble night and day with the heavily-ladened *charette;* and ports, one after another, are placed in rapid construction to make room for the daily-increasing commerce crowding at her gates.

Neither is Marseilles dependent, in her commercial operations, upon the wealth contributed from abroad. The rich products of the neighboring soil; her wine and oil factories; her sugar and sulphur refineries; her breweries; her manufactories of silk, millinery, jewelry, corals, confectionery, hats, coaches, chairs, tiles, bricks, starch, candles, soap, preserves, not to speak of scores of other manufactories too feeble as yet to command attention, but too true a reality to escape notice, bespeak for the city a prosperous and independent future.

The following figures will illustrate the relative importance of Marseilles as a commercial city of France.

In 1858 the value of merchandise imported into France rose to 1,562 million francs; the value of exportations rose to 1,887 million francs. Of this Marseilles imported 636 million francs, and exported 500 million francs, thus controlling one-third of the commerce of the empire; and I find in the statistics of 1856 that the tonnage for Marseilles for that year exceeded the aggregate tonnage of Havre, Bordeaux, Nantes, and Rouen, by one hundred and three thousand and seventy tons.

To exhibit the general character of the trade at that port, I present a list of the merchandise imported and exported at Marseilles during the years 1859 and 1860.

Articles imported.	IMPORTATIONS.		Articles exported.	EXPORTATIONS.	
	1859.	1860.		1859.	1860.
Alcohol and wines....litres....	4,101,084	5,231,045	Codfish.....kilogrammes.	3,415,418	1,580,855
Cotton in bales...kilogrammes.	4,799,494	6,733,940	Coin, gold.....hectogrammes.	237,829	171,077
Coal.....do.....	833,366	44,746,800	Coin, silver.....do.....	1,518,670	1,673,214
Coffee.....do.....	11,796,898	19,384,109	Glasswork .....kilogrammes.	2,247,973	1,968,843
Flour.....do.....	211,212	230,990	Hides, tanned.....do.....	269,433	261,255
Grain .....hectolitres..	1,799,389	1,392,945	Madder, ground.....do.....	5,994,350	2,252,760
°Linseed .....kilogrammes.	13,720,417	27,543,234	Madder root.....do.....	532,380	111,220
°Sesame.....do.....	60,240,113	44,871,212	Nitric acid.....do.....	67,226	90,648
°Ailette .....do.....	305,823	3,140,733	Sugar, loaf.....do.....	5,122,482	6.557,344
°Peanuts .....do.....	25,501,448	24,018,143	Sugar, powdered.....do.....	25,001,556	19,146,503
°Others .....do.....	691,632	2,647,614	Sugar, lump.....do.....	----------	2,000
Guano.....do.....	1,441	422,754	.....do.....	98,073	54,444
Hides, fresh.....do.....	1,761,542	1,820,218	Soap, ordinary.....do.....	4,247,575	2,997,792
Hides, dried .....do.....	4,073,315	4,405,580	Soap, palm oil.....do.....	4,334	1,533
Molasses.....do.....	510	1,318	Sugar of lead.....do.....	1,695,442	1,599,088
Metals.....do.....	24,707,893	28,886,018	Spirits of wine....hectolitres..	3,088,286	1,127,419
Oil, olive .....do.....	19,545,710	23,764,848	Teasel.....kilogrammes.	219,530	323,650
Pepper and cocoa.....do.....	11,137,416	8,997,522	Tissue, silk.....do.....	163,336	114,703
Rice.....do.....	1,430,873	2,427,019	Tissue, woollen .....do.....	323,335	241,488
Sugar, French colonies.do.....	30,867,327	28,486,928	Tissue, cotton.....do.....	599.934	364,387
Sugar, foreign.....do.....	24,656,755	26,839,768	Thread, silk.... .....do.....	35,720	64,732
Sulphur.....	29,282,876	21,510,210	Woollen, cloths.....do.....	548,169	672,674
Vegetables, dried.....	2,896,503	2,707,219	Wine.....litres....	18,023,991	20,978,829
Logwood.....	6,861,682	6,608,338	Sundries.....kilogrammes.	11,156,380	12,254,248
Wood, merrains .....pieces....	22,955,674	27,197,935			
Wood, rough .....steres....	10,281	20,643			
Wood, sawed.....do.....	2,860,556	2,697,338			
Woollens..... .kilogrammes.	12,153,899	16,021,291			

° Oleaginous grains.

The following tables exhibit the articles of import and export arriving from and departing for the United States at the port of Marseilles, and, so far as shown by the consular records, the amounts exported and imported during the year 1860.

Principal articles of import from the United States.

Alcohol, 933 barrels.
Boards, walnut, 5.
Cotton, 4,413 bales.
Cotton seed.
Coffee, 1,869 bags,
Copper.
Cigars.
Cloth, oil, 19 cases.
Cloth, sift
Extract of logwood, 150 boxes
Flour, 3,000 barrels.
Flour, potato.
Grease.
Guano.
Gutta percha.
Hides.
Hams.
Huile de petiole.
Ice.
Logwood, 505 tons.
Lard, 126 barrels.
Pimento.
Pitch.
Pork.
Quercitron, 802 hogsheads.
Rum, 360 puncheons.
Rosin, 14,270 barrels.
Ropes, 34 rings.
Rice.
Sarsaparilla, 59 barrels.
Staves, 2,946,662.
Sugar, 46,321 cases.
Tallow, 20 hogsheads.
Tobacco, 9,166 hogsheads.
Timber, 1,426 pieces.
Turpentine.
Tissues.
Twine canvas.
Varnish.
Wax.
Wine, California.
Wool, 10 bales.
Meat, salt.
Medicines.
Oil seed.
Oars, 1,842.
Wood plating.
Wood, oak, 3,320 planks.
Whalebone.
Wheat, 1,632 sacks.
Whiskey, 16 barrels.

Principal articles of export to the United States.

Almonds, 4,142 bales.
Alizari.
Bottles.
Brick, 1,000.
Cork, 2,352 bales.
Cream tartar, 606 cases.
Essences, 236 cases.
Garancine, 1,107 casks.
Nuts, 240 bales.
Oil, 66,849 casks.
Orange-flower water, 171 boxes.
Preserves, 450 cases.
Perfumery, 147 cases.
Pickles, 5,264 cases.
Rum.
Salt, 100 tons.
Seeds, 100 bales.
Soap, 9,084 cases.
Sponge.
Sulphur, 1,854 bales.
Gum Arabic.
Lead pipes, 55,077.
Lemons, 4,206 cases.
Licorice, 233 cases.
Liquors, 890 cases.
Madder, 2,695 casks.
Millinery.
Marble.
Teasel.
Vermoth, 4,855 cases.
Verdigris, 22 casks.
Vinegar.
Walnuts.
Wine, 116,215 casks.
Wool.
Value of merchandise exported, $1,605,798.
Value of merchandise imported, $982,440.

Export duties are the same for all countries, excepting when regulated by special conventions, as in the late treaty with Great Britain and Belgium. As the tariff is not interminable in this instance, I have found it convenient to furnish it in detail.

Table of export duties.

	Fr.	Cent's.
Almonds, per 100 kilogrammes	0	25
Artificial flowers, 25 per cent. *ad valorem.*		
Arms of war—prohibited.		
Beef, per head	1	0
Chinaware, per 100 kilogrammes	0	25
Cows, per head	0	50
Dogs, Dunkirk, per head	5	0
other, per head	0	50
Decanters, crystal, full or empty, per 100 kilogrammes	0	215
Essence of turpentine, per 100 kil'mes	0	25
Eggs	2	0
Fruit, table	0	215
Furniture, 25 per cent. *ad valorem.*		
Glass bottles, per 100 kilogrammes	0	25
Gold, bullion, powder in broken jewelry, per 100 kilogrammes	0	25
Gold coin, per 100 kilogrammes	0	10
Grindstones, mill-stones, piece	4	0
Glass in crystal, per 100 kilogrammes	0	25
Hats, fur or silk, 25 per cent. *ad valorem.*		
Horns, other than shavings, per 100 kilogrammes	20	0
Hay, straw, bran, per 100 kilogrammes	0	10
Hides, cows', large, per 100 kilogrammes	10	0
bullocks', and others, per 100 kilogrammes	2	0
kidskins, per 100 kilogrammes	20	0
tanned, per 100 kilogrammes	0	25
other, per 100 kilogrammes	2	0
Hogs, per head	0	25
Ironware, per 100 kilogrammes	0	25
Liquors, per hectolitre	1	0
Lead mineral, per 100 kilogrammes	0	25
Lead ore, per 100 kilogrammes	0	25
Lampblack, per 100 kilogrammes	0	25
Manure, other than poudrette, per 100 kilogrammes	2¼	0
Mercerie, per 100 kilogrammes	0	25
Mules, per head	2	0
Millinery, 25 per cent. *ad valorem.*		
Marne, per 100 kilogrammes	0	2
Oil-cakes, of linseed, per 100 kilogrammes	0	50
of other seed	2	25
Pasteboard and pasteboard boxes—prohibited.		
Piano-fortes, 25 per cent. *ad valorem.*		
Paper, white, ruled for music, per 100 kilogrammes	0	25
painted roll, per 100 kilogrammes	0	25
Perfumery, per 100 kilogrammes	0	25
Potatoes, per 100 kilogrammes	0	25
Pottery, per 100 kilogrammes	0	25
Powder—prohibited.		
Rags—prohibited.		
Silver, bullion, ore, plate, per 100 kilogrammes	0	1
Sheep, per head	0	25
Silk, mass, per 100 kilogrammes	30	0
thread, per 100 kilogrammes	5	0
in cocoons, per 100 kilogrammes	30	0
for embroidery on canvas, per 1 kilogramme	1	0
in skeins or on spools, per 1 kilogramme	1	0
in skeins, and for embroidery over 3 decigrammes, per 1 kilogramme	0	10
all others, per 1 kilogramme	6	0
Spirits of wine, per 1 hectolitre	0	20
Teasel, per 100 kilogrammes	3	0
Vegetables, dried, and green and in flour, per 100 kilogrammes	0	25
Wood, walnut, rough or sawed, per 100 kilogrammes	30	0
for gun-stocks per 100 kil'mes	30	0
Wine, in casks, per hectolitre	0	1
in bottles, per hectolitre	0	5
Sowing seed, and seed for oil, per 100 kilogrammes	0	25
Seed oil, per 100 kilogrammes	0	25

List of articles subjected to prohibitory duties.

	Duty. Fr.		Duty Fr.
Acetate of iron, per 100 kilogrammes	70	Steel	50 to 110
Blacking	123	Silks, dyed	306
Copper, beaten	80	Silks, spool	300
Feathers	55	Silks, white	50
Fish, salt	40	Sorrel, violet	200
Licorice paste	48	Sorrel, blue	100
Metals, plated	30	Tin	40
Opium	200	Wool, dyed	100
Prussiate of potassa	210	Wool, combed	70

List of the principal articles prohibited to all countries excepting England and Belgium.

Brass work, not turned.
Chemicals.
Carriages, garnished and painted.
Cutlery.
Cotton thread.
Cigars and tobacco for private account.
Chicory, ground.
Garancine.
Goods mixed with false gold and silver.
Glass work, excepting for spectacles, beads, and window glass.
Iron ware.
Leather work.
Nankin goods, other than from India.
Pottery, fine.
Pewter ware, excepting cooking utensils.
Plated ware.
Refined sugar.
Soap, excepting when perfumed.
Tin and sheet-iron work.
Under garments of flax and hemp.
Woven silk goods.
Woven goods of the imitation of cashmere.
Woven goods of flax and hemp.
Woollen thread, common, not combed.
Zinc ware.

Articles prohibited to all countries.

Munitions of war; foreign reprints of French publications; cigars and tobacco for private account.

REGULATIONS OF BONDED WAREHOUSES.

The bonded warehouses are regarded as neutral territory. They comprise two kinds:

1st. The warehouses constituted as a special storehouse in charge of the custom-house, and under double lock and key, the key of one of the locks being given to the merchant, who insures its safety; the other lock and key remaining in the possession of the custom-house officers, to whom the merchandise serves as a guaranty for the duties and all charges resting upon it. This is called the "*entrepot reel.*"

2d. Warehouses established in private stores, to which the custom-house has no key, but where it has free access, to enable it to watch the movements of the merchandise, the merchandise not being removed without permission and the payment of duties; and in place of the lock and key guaranty of the entrepot reel, the bond of the merchant to represent the merchandise upon all official demands, to re-export it, or pay the duties if not re-exported before the time fixed upon, is deposited in the custom-house. This is called the "*entrepot fictif.*"

Goods of every description may be imported in entrepot, and stored during three years, without paying duties.

HEALTH OFFICE REGULATIONS.

Ships of all nations are subjected to a duty of "*reconnaissance*," which is two cents per registered ton for all vessels engaged in the coast trade, and three cents per registered ton for all vessels from a long voyage.

Vessels touching at a French port during their voyage, and paying their reconnaissance, are not subjected to a second tax during the same voyage. To exempt them from a second duty it is necessary to show a receipt for a former payment.

All vessels should be provided with a bill of health, certified by the French consul, and masters entering French ports must make a declaration under oath as to the place where from, nature of cargo, and the number of crew; and if any sickness has occurred on the voyage, the administration, after the declaration and the exhibition of the ship's documents, will decide whether the master can be admitted to a free entry, or whether to impose a quarantine, which may be of twenty-four hours' duration, but cannot exceed fifty days.

EQUALITY CONFERRED UPON AMERICAN VESSELS.

Natural or manufactured products of the United States, when duly certified as such by the clearance delivered by the collector of the United States customs, and visaed by a French consul, imported in American vessels, are admitted at the same rates as merchandise imported in French vessels from countries other than European. Should any doubts arise as to the origin of these products, a legal survey is instituted. But it is incumbent upon American vessels that they should have cleared from American ports, directly for France; that they shall not have stopped at any intermediate ports without compulsion, and that the documentary proof of the origin of the merchandise be presented to the custom-house immediately upon their arrival. Should the consignee, however, be undetermined as to the economy of discharging the cargo, or of sending the vessel to some other port where prices for his cargo range higher, he has the privilege (the hatches of the vessel in the meantime remaining unbroken) of entering at the custom-house his written reservation of the right to produce the "documentary proof" later.

To illustrate this reserved right, and to furnish information to those who are unacquainted with the management of American trade in the Mediterranean, I will state that the large importing houses of the States have corresponding agents residing at the principal ports of the Mediterranean.

The agent at Gibraltar is in communication with the others, and is duly informed of the state of the market at the several Mediterranean ports. When an American vessel, which has cleared from the States "for Marseilles or a market," arrives off Gibraltar she sends a boat ashore for consultation with the commercial agent, and to obtain from him the direction of her future course. The Marseilles market is favorable for this particular cargo, and the vessel is ordered here, and word is despatched to the consignee at this place. But while the ship is on her way hither prices fall at this place, while they rise at some other port—Leghorn, for illustration. The vessel, however, arrives at port at the critical moment of indecision in the mind of the consignee as to the policy to be pursued; that is, whether the prices ranging at Leghorn are sufficiently higher than at Marseilles to pay the additional expenses of the vessel in sailing thither; and it is at such a time that he finds it for the interest of the owners to enter his reserved right of presenting the ship's documents at a later period.

American vessels with cotton, touching at English ports, but leaving for a French port without opening their hatches, are admitted to the benefits reserved to direct navigation, when such admission is justified by a French consular certificate that such vessels did not engage *in trade while at such ports.*

DUTIES ON NAVIGATION.

The duties of tonnage, light-house, pilotage, post dues, brokerage, and all other dues on foreign navigation, do not exceed for American vessels five francs per registered ton. Provisions shipped for the use of vessels are subjected to an export duty.

The duty for passports is one franc and ninety centimes for each vessel, from a decision of September 3, 1861.

NATURALIZATION OF VESSELS.

Steam or sailing vessels built in the United States, or sailing under the flag of our nation, are admitted to naturalization upon the following terms:

Wooden vessels, per ton	25 centimes.
Iron vessels, per ton	70 centimes.
Hulls of wooden vessels, per ton	15 centimes.
Hulls of iron vessels, per ton	50 centimes.
Engines and other machinery, per 100 kilogrammes	25 centimes.

FREIGHTS FROM THE MEDITERRANEAN.

From Marseilles to Montreal	$5 per ton, d. w.
From Marseilles to New York	5 per ton, d. w., for vessels under 500 tons burden.
From Marseilles to Boston	5 per ton, d. w., for vessels under 500 tons burden.
From Marseilles to Baltimore	5 per ton, d. w., for vessels under 500 tons burden.
From Marseilles to Philadelphia	5 per ton, d. w., for vessels under 500 tons burden.
From Marseilles to New Orleans	6 10 per ton.
From Cette to New York	Wine, $8, and 10 per cent. per tun.
From Cette to Rio Janeiro	Wine, 30 francs per pipe.
From Cette to Rio Janeiro	Salt, 30 shillings per ton.
From Barcelona to Rio Janeiro	Wine, 32 francs per pipe.
From Barcelona to Buenos Ayres	Wine, 30 francs per pipe.
From Cadiz to Buenos Ayres	Salt, 35 shillings per ton.
From Cadiz to Rio Grande	Salt, 42 shillings 6 pence per ton.
From Cadiz to Rio Janeiro	Salt, 30 shillings per ton.
From Marseilles to Rio Janeiro	Wine, 27 francs 50 centimes per pipe.
From Marseilles to Buenos Ayres	General cargo, 55 francs 10 centimes per ton.

INSURANCES.

	Out.	Home.
United States, by the Atlantic	1½ per cent.	1¼ per cent.
New Orleans	1½ per cent.	1¾ per cent.
Gulf of Mexico	3 and 4 per cent.	3 and 4 per cent.
West Indies	1¼ and 1½ per cent.	1¼ and 2 per cent.
Rio Janeiro	1¼ per cent.	1¾ per cent.
Malabar and Coromandel	2½ per cent.	2½ per cent.
Calcutta	3 per cent.	3 per cent.
Mauritius	1½ per cent.	2 per cent.

N. B.—The above are the regular rates of insurance, as unaffected by extraordinary risks. No extra rates are at present charged for the northern ports of the United States.

PORT OF MARSEILLES.

Movements of foreign navigation in 1860.

Nations.	ARRIVALS.			DEPARTURES.		
	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.
England	254	69,520	6,352	240	67,007	6,165
Austria	155	37,468	1,598	164	40,677	1,714
Belgium	3	552	26	3	552	26
Chili	----------	----------	---------	1	600	24
Denmark	16	1,702	105	17	1,612	99
The Two Sicilies	283	65,553	3,729	292	66,883	3,812
Spain	359	49,991	5,652	356	50,435	5,790
United States	94	35,252	1,104	89	33,837	1,067
Greece	247	57,259	2,466	232	54,651	2,286
Hanover	6	656	37	7	1,148	49
Mecklenburg	9	3,641	98	9	3,641	98
Oriental Republic	7	1,724	84	7	1,724	84
The lower countries	25	11,956	535	26	12,110	542
Portugal	8	1,707	93	6	1,344	71
Prussia	15	5,572	162	18	6,380	188
Rome	40	5,567	350	41	5,879	349
Russia	56	21,468	1,169	61	23,694	1,234
Sardinia	454	55,409	4,540	448	56,145	4,580
Sweden and Norway	79	21,575	884	86	22,305	939
Corsica	24	2,498	240	30	2,968	300
Turkey	16	4,107	234	17	5,116	329
Hanseatic Towns	3	548	31	2	336	21
	2,153	453,825	29,489	2,152	459,064	29,767

CONSULAR AGENCIES.

This consulate includes the two consular agencies established at Toulon and Cette.

TOULON.—AUG. B. SCHENCKING, *Consular Agent.*

This most important naval port of France is rapidly increasing in population and importance. In 1830 the city contained but 35,000 inhabitants; in 1850, nearly 60,000; 1855, about 74,000; and this year 96,000, including the population of the suburbs, but not including the military and marine portion of the population.

HARBOR.

The harbor of Toulon, said to be the safest port in Europe, has a superfice of 4,100,000 metres square. Within the last eight years six dredging machines have been constantly at work increasing the depth of water, and in the course of next year the depth will average ten metres. Up to the commencement of this year more than 9,300,000 cubic metres of sand have been removed. The entrance to the harbor is guarded by many forts and land batteries, and being very narrow, it is nearly impossible for an enemy to enter, even with a fleet of iron-plated frigates. However, the harbor has not been considered a safe one since the general adoption of rifled cannon, and the government is now very busy in providing, by means of an artificial lake cut upon the adjoining lands of Count de Missisey, a basin sufficiently capacious to float the combined navies of the world.

FORTIFICATIONS.

The old walls have been broken, and new and important fortifications now surround the city. The new walls, gates, and bridges are very beautiful, but many officers of the French army do not hesitate to express their preference for advanced forts, completely isolated.

DOCK-YARDS.

There are two government dock-yards, employing between five and six thousand workmen. Included in this number of hands are about three thousand shipwrights, whose wages average three francs twenty-five centimes per day. The government requires every private ship-builder and master carpenter to report every French carpenter employed by them to the marine authorities, and draws from among them any number of men that circumstances may require.

The private ship-building yard at La Seyne, in the harbor of Toulon, employs about 2,200 men. The company are now building three frigates and one sloop-of-war for the Italian government, and one large iron-plated frigate for Spain. I should observe that two of the frigates for Italy are built of iron, then covered with oak timber, and afterwards with iron plates of 11 and 12 centimetres thickness, and are to carry thirty guns each.

The wood used in this yard is furnished principally by Russia, Italy, United States, and Norway and Sweden, and consists of oak, pine, and teak.

Movements of American vessels in the harbor of Toulon.

ARRIVALS.

Year.	Where from.	No.	Tonnage.	Value of cargo.
1856.	United States	13	7,669	$1,405,939
	England	3	1,836	28,940
	Russia, (Crimea)	1	960	sick soldiers.
	Marseilles	1	272	ballast.
	Total	18	10,737	1,434,879
1857.	United States	1	644	12,500
1858.	United States	1	667	17,300
1859.	England	11	11,003	294,327
	French ports	2	2,208	11,820
	Total	13	13,211	306,147
1860.	French port	1	469	ballast.

CETTE.—L. S. NAHMENS, *Consular Agent.*

Cette contains a population of 22,352 souls. It possesses a capacious harbor, affording a safe and easy anchorage to vessels of the largest size. In the new port recently constructed, has been built the maritime landing place of the Paris railway, where cargoes can be discharged from the ships directly into the cars, and *vice versa*. This landing place possesses facilities for the landing and discharging of the most weighty and bulky pieces, having a crane capable of lifting a weight of twenty tons. Since the opening of the new harbor ships of from 600 to 900 tons have sailed directly from American ports to Cette, instead of going, as previously, to Marseilles, where their cargoes were transferred to the coast boats running to this place.

The town, and ships entering this port, have heretofore been deprived of good water during the summer season, the only means of supply having been the laborious task of bringing it in casks from wells two miles distant from the town. But the town and shipping will soon be supplied with fresh water from the little river Issanka, a small conduit of pig iron, to be laid between the town and river, being nearly completed.

The town is situated in the neighborhood of the salt pits of Baynos, Villervi, Frontignan, Villeneuve, Meze, Gramenet, Perrot, and Penairs, and from these sources large quantities of salt are sent to all parts of the globe.

The coal pits of Besseges and those of the Loire send their coal, by way of Cette, to Spain, Italy, and Africa.

Cette is surrounded by a magnificent wine-producing country, and being largely engaged in wine exportation most of the working class of the town find their employment in the manufacture of hogsheads, barrels, and casks. Of the one hundred and sixty ships that annually enter the Mediterranean with staves for France, the cargoes of eighty ultimately find their way to Cette.

WINES.

The prices of wine have no stability. They rose to a high figure in 1853, at the time of the wine disease, and though this disease has disappeared before the application of brimstone to the soil and vine, yet the prices maintain the advanced figures.

Last year the small wines of first number were quoted at from 20 to 25 and 30 francs per hectolitre, according to quality.

Picpoul, from 20 to 30 francs per hectolitre.

Clairette, from 30 to 40 francs per hectolitre.

Piccardans, sweet and dry, from 40 to 50 francs per hectolitre.

Muscat, from 50 to 80 and 100 francs per hectolitre.

Narbonnes, strong bodied, from 30 to 40 francs per hectolitre.

Rousillons, from 35 to 45 and 60 francs per hectolitre.

The vines are overloaded the present year, and new wines of Cette and Montpelier are quoted at from 20 to 25 and 30 francs the hectolitre on the vine.

The grapes that are most productive in wines are the Aramont and the Terret Rouge, red wines, clear and light; and the Terret Bourret, white wine, clear and light.

Those which produce the least but best wine are the Aspirant, light red wine, fine and strong bodied; the Morastel, the Alicante, the Carignan, black or dark, and strong bodied; the Picpoul, fine white wine, superior to the Terret Bourret; the Clairette, sweet white wine; the Picardan, sweet white wine, sweeter than the Clairette; the Picardan, white wine, dry, used for Madeira and sherry imitation; the Muscat, white and sweet; the Bagnouls, the Collioure, and the Rousillon, black and sweet—the Rousillon is the blackest dry wine.

Wines imported into the United States are red wine, imitation of claret; white wine, imitation of Sauterne; Madeira, Muscat, Narbonne and Rousillon, used for the manufacture of port and Burgundy. Stony lands are preferable for the grapes producing the least wine; but grapes producing plenty require a cultivated soil.

Destination of beverages exported from the port of Cette in 1860.

WINES.

Destination.	Litres.
Russia	1,694,814
Germany	294,282
Holland	1,639,439
Belgium	282,911
Hanse towns	4,074,063

Destination of beverages exported from the port of Cette in 1860—Continued.

Destination.	Litres.
England	135,076
Sardinian States	10,261,795
Tuscany	6,670,424
United States	1,380,734
Brazil	1,682,152
Algiers	14,173,955
Other nations	3,225,981
Total litres for all nations	45,513,626
Liquor wines	170,358

BRANDIES OF WINES.

Hanse towns	741
England	65
United States	532
Algiers	355,668
Other nations	14,194
Total litres	371,200

SPIRITS OF WINE.

Hanse towns	12,554
England	90
Algiers	190,410
Other nations	292,913
Total	495,967

Recapitulation.

Ordinary wines	45,513,626
Liquor wines	170,358
Brandies of wines	371,200
Spirits of wines	495,967
Total litres	46,551,151

Price current of staves, oak wood, and salt at Cette, 1860.

BOSTON.

	Francs.	Centimes.
Barrel staves, per 100	38	00
Hogshead staves, per 100	43	00
Half pipe staves, per 100	78	00
Pipe staves, per 100	82	00

NEW YORK.

Barrel staves, per 100	45	00
Hogshead staves, per 100	40	80
Half pipe staves, per 100	60	90
Pipe staves, per 100	50	70
Oak wood, cubic metre	190	00
Salt, per ton of 1,000 kilogrammes	10	00

Number of staves imported from the United States in 1860, 1,121,262.

PORT OF CETTE.

Export of salt in 1860.

Destination.	Kilogrammes.
Prussia	1,329,601
Sweden	1,535,000
Norway	875,000
United States	1,009,911
Brazil	1,875,165
Other nations	2,930,129
Algiers	327,704
Total	9,882,510

NAVIGATION.

Vessels arrived in the port of Cette in 1860, *coming from abroad.*

Countries.	Flags.	No. ships.	Tonnage.
	French	11	1,804
England	Foreign	6	986
	French	16	2,910
Austria	Foreign	37	7,201
	French		
Germany	Foreign	3	542
	French	69	18,795
Sardinian States	Foreign	185	9,532
	French		
Rio of Plata	Foreign	8	1,217
	French	10	3,494
Russia	Foreign		
	French	19	1,903
Two Sicilies	Foreign	52	10,761
	French		
Sweden	Foreign	3	823
	French	1	80
Tuscany	Foreign	86	6,465
United States		21	6,749
	French	153	26,546
Algiers	Foreign		
	French	1	142
Other nations	Foreign	4	593
	French	78	8,795
Spain	Foreign	155	9,532

American vessels in and out the port of Cette during the following years:

Years.	Vessels.	Tonnage.	Years.	Vessels.	Tonnage.
1855	5	1,772	1858	3	1,163
1856	11	4,838	1859	7	2,612
1857	5	2,008	1860	21	6,749

Expenses of American vessels in the harbor of Cette.

		Francs.	Centimes.
Tonnage by official American ton	per ton	5	0
Pilotage from a distance of six miles	do		37
Pilotage from less than six miles	do		15
Pilotage out	do		12
Brokerage by ton on cargo in	do		20
Brokerage by ton of measurement in, on ballast	do		10
Brokerage by ton of load out	do		20
Brokerage by ton on ballast out	do		10
Other small expenses, about	do	25	0

HAVRE.—FRANCIS J. GRUND, *Consul.*

JANUARY 14, 1861.

Enclosed I have the honor to submit:

1st. Return of American vessels entered and cleared during the quarter ending December 31, 1860, (enclosure No. 1.)

2d. Abstract of navigation and commerce for the same period, (enclosure No. 2.)

3d. Abstract of commercial statistics for the same quarter, (imports and sales of American staples at Havre, enclosure No. 3.)

It will be perceived from the latter document that cotton still leads all other articles of importation from the United States taken together, though there has been considerable movement in breadstuffs. If the sales of rice are still limited, it is not because Carolina rice is not sought after, or not commanding remunerative prices, but simply because the market is but scantily supplied with the article.

The price of American copper is still too high to render its importation into France profitable; but it will be noticed with some gratification that American woods for cabinet making begin to find a market in that place which commands the fashions of the world.

JANUARY 14, 1861.

* * * * * * * * * * * *

During the year ending December 31, 1860, the number of arrivals of American vessels was	271
The number of seamen shipped was	1,900
The number of seamen deserted was	1,973
The number of seamen discharged was	19
The number of seamen left with extra wages was	19
The number of seamen relieved was	24
The number of protests extended was	241
The number of certificates of all kinds granted to merchants and others, including passports and visas to passports, commencing 1st of April, and ending 31st of December, 1860, was	522

Commercial statistics, showing the imports and sales of American staples at Havre, France, during the quarter ending December 31, 1860.

COTTON.

IMPORTS.			SALES.		
Date.	Where from.	Bales.	Date.	Where from.	Bales.
1860.			1860.		
October ---	New Orleans ----------	5,801	October---	New Orleans ----------	34,500
	New York ----------	2,815		Mobile ----------	15,903
	England, per steamer----------	279		Upland ----------	7,649
	Total----------	8,895		Total----------	58,052
November.	New Orleans ----------	6,167	November.	New Orleans ----------	16,938
	New York ----------	3,379		Mobile ----------	6,420
	Mobile ----------	1,476		Upland ----------	3,472
	England, per steamer----------	824		Total----------	26,830
	Total----------	11,846	December.	New Orleans ----------	29,847
December .	New Orleans ----------	45,864		Mobile ----------	13,280
	Mobile ----------	3,131		Upland ----------	5,982
	Charleston ----------	4,570		Total----------	49,109
	New York ----------	3,837		Grand total ----------	133,991
	England, per steamer ----------	321			
	Total----------	57,723			
	Grand total ----------	78,464			

BREADSTUFFS.

The movement in breadstuffs was much more animated than during the preceding quarter, and was as follows:

IMPORTS.					SALES.				
Date.	Flour.	Wheat.		Ind'n corn.	Date.	Flour.	Wheat.		Ind'n corn.
1860.	*Barrels.*	*Sacks.*	*Hectolitres.*	*Hectolitres.*	1860.	*Barrels.*	*Sacks.*	*Bushels.*	
October-----	5,826	12,175	4,750	----------	October ----	1,000	28,500	----------	No d'mand.
November --	10	14,092	836	----------	November --	300	11,096	----------	----------
December---	1,000	3,777	18,829	5,274	December --	----------	23,600	20,000	----------
Total---	6,836	30,044	24,415	5,274	Total---	1,300	63,196	20,000	----------

RICE.

	Imports.	Sales.
October	22 casks.	17 tierces.
November	None.	70 "
December	550 tierces, 84 casks.	495 "

Prices very firm and little in market.

TALLOW AND LARD.

	Imports.	Sales.
October	55 casks of tallow.	130 casks.
November	25 " "	None.
December	100 " "	None.
	180 " "	130 casks.

METALS.

	Imports.	Sales.
October	225 casks of copper.	65,000 kilogrammes.
November	100 " "	
December	237 " "	40,000 kilogrammes.
Total	562	105,000 kilogrammes.

WHALE OIL.

	Imports.	Sales.
October	None.	137,000 kilogrammes whale oil.
November	None.	None.
December	6,000 kilogrammes, 81 casks whale oil, and 111 casks of palm oil.	None.

HORSE HAIR AND WOOL.

	Imports.	Sales.
October	23 bales vegetable hair.	20 bales of wool.

WHALEBONE.

	Imports.
November	252 bundles.
December	308 bundles.
Total	560 bundles.

WOODS.

	Imports.	Sales.
October	77 logs of maple.	None.
November	158 logs of cedar.	None.
December	69 logs of maple.	111 logs of maple.
	304	

OTHER ARTICLES.

Imports for the quarter: 55 casks of jeweller's sweepings, 2,106 bales of hops, 420 hectolitres white beans, 1,100 casks of chrome, 856 barrels of alcohol, 35 bags of gum, 6 bales of feathers.

Sales for the quarter: 323 bales of hops, 100 casks of alcohol.

APRIL 1, 1861.

I have the honor to communicate the important fact that instructions have been given to the custom-house officers of this port, and (as I have reason to believe) to the custom-house officers of other French ports, not to insist on the certificates of origin usually furnished by United States officers of customs in regard to American staples shipped from southern ports of the United States, provided these staples are shipped in vessels sailing under the United States flag.

APRIL 5, 1861.

Enclosed I have the honor to submit "Movement in American staples during the quarter ending March 31, 1861."

The extraordinary importation of cotton during that period was undoubtedly the result of the anticipated political events of the day.

With the exception of breadstuffs and rice, it is easy to notice a decline in the usual activity of American trade; but that decline is yet confined to exports to the United States, and not to importations, which continue, though chiefly on speculation.

Movement in American staples at Havre, France, during the quarter ending March 31, 1861.

1. COTTON.

	Bales.
Stock on hand January 1, 1860	37,424
Imports during the year	616,574
Total number of bales	653,998
Deliveries during same period	557,031
Stock on hand December 31, 1860	96,967

Imports since January, 1861.

In the month of January:	
From New Orleans	47,046
Mobile	15,719
South Carolina	9,047
Savannah	1,500
New York	1,416
Total	74,728
In the month of February:	
From New Orleans	65,535
Mobile	33,847
New York	5,467
Savannah	1,514
Galveston	1,044
Baltimore	106
British steamers	1,936
Total	109,449
In the month of March:	
From New Orleans	65,442
Mobile	14,881
Savannah	4,241

	Bales.
From Charleston	2,412
Galveston	1,562
New York	10,806
British steamers	2,298
Total	101,642

Recapitulation.

Imports in January	74,728
Imports in February	109,449
Imports in March	101,642
Grand total	285,819

The sales were as follows:

In the month of January:

New Orleans	31,267
Mobile	15,091
Upland	5,471
Sea Island	21
Total	51,850

In the month of February:

New Orleans	9,443
Mobile	3,766
Upland	1,806
Total	15,015

In the month of March:

New Orleans	26,717
Mobile	8,169
Upland	5,866
Sea Island	53
Total	40,805

Recapitulation.

In the month of January	51,850
In the month of February	15,015
In the month of March	40,805
Grand total	107,670

2. Breadstuffs.

The importations were as follows:

	Wheat.	Wheat.	Corn.
In January	10,146 hectolitres.	4,016 sacks.	500 sacks.
In February	8,530 "	.....	....
In March	60,432 "	.....	....
Total	79,108 "	4,016 "	500 "

For the whole quarter.

The sales were—

	Wheat.	Flour.
For January	9,000 sacks.	1,953 barrels.
For February	30,000 "	.....
For March	51,000 "	.....
Total	90,000 "	1,953 "

Mostly to arrive.

3. Rice.

The imports were—

In January	2,598	tierces of	South Carolina	and Georgia.
In February	579	"	"	"
In March	983	"	"	"
Total	4,160	"	"	"

The sales were as follows:

In the month of January	1,446	tierces	South Carolina.
In the month of February	522	"	"
In the month of March	90	"	"
Total	2,058	"	"

4. Beeswax.

The imports were—

	Casks.
In the month of January	55
In the month of February	102
In the month of March	40
Total	197

The sales were—

	Kilogrammes.
In January	1,000
In February	22,500
In March	4,900
Total	28,400

5. Hides.

	Hides.
In January, (mostly salted)	381
In February	7,295
In March	12,207
Total	19,883

The sales were—

	Hides.
In January	1,673
In February	.....
In March	7,900
Total	9,573

6. Oils.

	Imports.	Sales.
January	....	35,000 kilogrammes whale.
February	34 casks cotton-seed oil.	40,000 " "
March	....	4,000 " "
Total	34	79,000 afloat.

7. Tallow and lard.

The imports were—

January	33	casks	tallow,	30	barrels	lard.
February	....			978	"	"
March	608	"	"	1,464	"	"
Total	641	"	"	2,464	"	"

The sales consisted of only 32 barrels of grease.

8. Whalebone.

The imports were—

	Bundles.
In January	126
In February	256
In March	358
Total	740

The sales were—

	Kilogrammes.
In January	500
In February	5,700
In March	1,900
Total	8,100

9. Ashes.

The imports were—

In January	150	barrels	of pot,	81	barrels	of pearl.
In February	259	"	"	50	"	"
In March	579	"	"	97	"	"
Total	988	"	"	228	"	"

The sales were as follows :

In January	360	barrels	of pot,	125	barrels	of pearl.
In February	200	"	"	....		
In March	194	"	"	....		
Total	754	"	"	125	"	"

10. Woods.

The only imports of American woods were 100 logs of maple. There were no sales.

11. Metals.

The imports of mineral copper were as follows:

	Casks.		Kilogrammes.
In January	689		.....
In February	198		269,000
In March	281		.....
Total	1,168		269,000

The sales were:

	Kilogrammes.
In January	59,000
In February, (in Paris)	225,000
In March	.....
Total	284,000

12. Drugs and dyes.

The imports were as follows:

In January	15 cases of gum.
In February	150 bales of sarsaparilla.
In February	50 bags of bark.
In February	40 casks of balsam of tolu.
In February	34 casks of quercitron.
In February	180 bags of cutch, (yellow.)
In February	2,397 barrels of rosin.
In March	20 casks of quercitron.
In March	7 bales of jalap.
In March	200 bags of cutch.
In March	50 barrels of rosin.

The only sale reported was 200 barrels of rosin.

13. Miscellaneous articles.

The imports were as follows:

760 bales of hops.	326 bales of India-rubber.
1,253 casks of alcohol.	843 casks of chrome.
1,111 barrels of alcohol.	344 bales of clover-seed.
853 bags of corozos.	103 casks of hams.
125 bags of colza.	44 casks of jewellers' sweepings.
22 bales of feathers.	265 bundles of palm leaves.
3 bales of wool.	

The sales were:

121 bales of hops.	1,704 barrels of alcohol.
850 casks of alcohol.	50 bags of corozos.

JAMES O. PUTNAM, *Consul.*

SEPTEMBER 30, 1861.

Enclosed I have the honor to submit a report of the imports into this port of American staples during the quarter ending September 30, 1861. The extraordinary activity in breadstuffs, stimulated by the demand in France and by the low duties by imperial decree upon American cereals during the past year, has made unusually active for the season our commerce at this port. The lower rate of duties existing by a "transitory decree" ended on the 30th of September, 1861. Under that decree the only duty chargeable on American wheat was 75 $\frac{2}{100}$ centimes per 100 kilogrammes. The present duty, chargeable since October 1, is 1 franc and 20 centimes the 100 kilogrammes. The present price of Louisiana cotton is about 536 francs per bale of 200 kilogrammes; three months since, 436 francs per bale. The present market value of American white wheat is from 37 to 38 francs per 100 kilogrammes; three months since, about 32 to 34 francs. Red wheat now from 32 to 33 francs per 100 kilogrammes; 1st of July, ranged from 29 to 31 francs.

OCTOBER 20, 1861.

I have the honor to submit the following report of American imports into the port of Havre for the year ending September 30, 1861:

1. COTTON.

1st quarter, ending December 31, 1860:

	Bales.
From New Orleans	57,832
Mobile	4,607
Charleston	4,570
New York	10,031
England	1,424
	78,464

2d quarter, ending March 31, 1861:

From New Orleans	178,023
Mobile	64,447
Savannah	7,255
South Carolina	11,459
Galveston	2,606
New York	17,689
Baltimore	106
England	4,234
	285,819

3d quarter, ending June 30, 1861:

From New Orleans	165,940
New York	16,880
Mobile	27,449
Charleston	12,883
Galveston	1,053

	Bales.
From Savannah	2,406
England	1,133
Other countries	3,445
	231,189

4th quarter, ending September 30, 1861:

From New Orleans	7,901
New York	206
	8,107
Total importation	603,579 bales.

Speculation in cotton has been greatly stimulated at this port by the suspension of importations growing out of the blockade in the United States.

The prices of Louisiana cotton on the 1st instant was about 436 francs per bale of 200 kilogrammes, an advance of about 100 francs since July 1. There were in Havre on the 1st instant (October) about 200,000 bales.

2. Breadstuffs.

1st quarter, ending December 31, 1860:

			Bushels.
Sacks of wheat	30,044	equal to about	160,000
Hectolitres of wheat	24,415		

2d quarter, ending March 31, 1861:

Hectolitres of wheat	79,108	equal to about	250,000
Sacks of wheat	4,016		
Sacks of corn	500	equal to	1,500

3d quarter, ending June 30, 1861:

Sacks of wheat	72,073	equal to about	775,000
Hectolitres of wheat	175,583		
Bushels of wheat	8,440		
Barrels of flour	3,900		
Sacks of corn	50		
Hectolitres of oats	5,765		

4th quarter, ending September 30, 1861:

Hectolitres of wheat	610,245	equal to about	2,430,860
Sacks of wheat	121,340		
Barrels of flour	45,079		
Total			3,617,360

The extraordinary demand for wheat in France has been stimulated by the liberal policy of the French government, which for the year preceding 1st October instant remitted the tonnage duty of five (5) francs per box upon American vessels bringing cereals of the United States, as well as by a transitory decree, operative from October 1, 1860, to October 1, 1861, reducing the duty upon American wheat from 1 franc and 20 centimes per 100 kilogrammes

to 75 centimes and $\frac{2}{100}$ per 100 kilogrammes. All vessels leaving the United States after September 30, 1861, are subjected to the former tonnage duty of 5 francs per ton, and impost duties, 1 franc and 20 centimes.

IMPORTS.

RICE.

	Casks.	Tierces.
1st quarter	106	550
2d quarter	...	4,160
3d quarter	460	1,089
Total	566	5,799

HIDES.

2d quarter	19,883	mostly salted.
3d quarter	31,697	" " and 88 bales.
4th quarter	44,368	
Total	95,948	

TALLOW AND LARD.

1st quarter, tallow	180	casks.	Lard	2,464	barrels.
2d " "	641	"			
3d " "	537	"	Lard	2,797	"
4th " "	1,118	" and barrels.	Lard	1,483	" and casks.
Total	2,476			6,744	

Also, 65,000 pounds additional of tallow.

OILS.

1st quarter	6,000	kilogrammes and	81 casks whale oil.
2d "	.....		111 " palm oil.
3d "	.....		34 " cotton-seed oil.
4th "	540,000	" "	1,470 " whale oil.
			2,050
Total	546,000		3,746

METALS.

1st quarter	562	casks copper and 105,000 kilogrammes.
2d "	1,168	" " 269,000 "
3d "	464	" 353 barrels, 4,184 bars, 1,404 pigs.
4th "	1,291	casks, 100 hogsheads, and 915 blocks copper.
Total	3,485	casks.

WHALEBONE.

1st quarter	560	bundles.
2d "	740	"
3d "	136	"
4th "	213	" and 15,000 kilogrammes.
Total	1,649	

WOODS.

	Walnut.	Maple.	Cedar.	Palisander.	Logwood.	Dye-wood.
1st quarter	..	257 logs.	158 logs.	...	..	....
2d "	..	100 "	940 "	212 logs.	..	....
3d "	..	...	160 "	...	70 kilog's.	....
4th "	10	...	...	...	..	1,840 logs.
Total ...	10	357	1,258	212	70	1,840

ASHES.

	Pot.	Pearl.
2d quarter	988 barrels.	125 barrels.
3d "	1,124 "	363 "
4th "	1,565 "	403 "
Total	3,677 barrels.	891 barrels.

PIMENTO.

4th quarter	310 bags.

BEESWAX.

2d quarter	197 casks.	
3d "	15 "	and 13,700 barrels.
Total	212 "	" 123 packages.

DRUGS AND DYES FOR THE YEAR.

Quercitron	4,801 casks.
Cutch	1,580 bags.
Sarsaparilla	440 bales.
Balsam tolu	48 casks.
Ruthinea	15 bags.
Granadilla	1,699 logs.
Cedar	260 logs.
Chrome	1,943 casks.
Coragos	903 bags.
Gum	55 bags and cases.
Colza	125 bags.

SPIRITS.

Alchohol	9,075 barrels, 2,303 casks.

MISCELLANEOUS.

Rosin	3,270 barrels, 50 bags.
Hops	3,537 bales.
Jewellers' sweepings	99 casks.
White beans	420 hectolitres.
India-rubber	326 bales.
Clove seeds	344 bales.

Palm leaves	265 bundles.
Feathers	28 bales.
Wool	3 bales.
Tobacco	556 casks.
Hams	103 casks.

The following shows the imports into different ports within the jurisdiction of this consulate:

Vice-consulate of Honfleur.

No imports in first, second, or third quarters. Fourth quarter, one cargo of oats.

Vice-consulate of Brest.

No imports, and no arrival of American vessels during the year.

Vice-consulate of Dunkirk.

Four American ships during the year, bringing as follows: 997 hogsheads and casks molasses; 652,881 pounds Indian corn; 828,928 pounds oats; 7,958 bags wheat; 320 bales tow, and 380 bales flax.

Vice-consulate of Cherbourg.

No arrivals with delivery of any portion of cargo.

Imports of American staples into Havre, France, during the quarter ending September 30, 1861.

1. COTTON.

Stock on hand July 1, 1861, in port		293,000 bales.
Imports in July, as follows:		
From New Orleans by five ships	7,901 bales.	
From New York	206 "	
		8,107
Total		301,107 bales.
In the month of August from New York		113 "
Total to October 1		301,220 bales.

No imports of American cotton in September.

During the quarter there arrived here of cotton, of countries other than the United States, 4,406 bales.

The sales of cotton were as follows:

In July	62,650 bales.
In August	47,718 "
In September	60,700 "
Total	171,068 bales.

These sales are mostly purchases made among Havre operators on speculation, there having been a continued advance in prices during nearly the entire season, which has greatly stimulated speculating transactions. There are in Havre this date (October 1) about 200,000 bales of cotton.

2. Breadstuffs.

The importations in July were as follows:

	Wheat.		Flour.	
From New York	144,565	hectolitres.	800	barrels.
From Philadelphia	3,500	"	.....	
Total	148,065	"	800	"

	Wheat.		Flour.	
In August	212,800	hectolitres.	2,016	barrels.
In August	15,800	bushels.	.....	
In August	121,340	sacks.	.....	
In September	252,880	hectolitres.	42,263	"

Reduced to bushels of wheat it shows—

Received in July what is equal to about	440,000	bushels.
August " "	1,002,220	"
September " "	968,640	"
Total	2,410,860	"

3. Hides.

The imports were—

In July	14,327	from New York.
In August	17,124	" "
In September	12,907	" "
Total	44,368	" "

TALLOW AND LARD.

Imports in July, 216 pounds and 6 casks tallow.
Imports in August, 620 casks tallow; 1,508 casks and 504 pounds lard.
Imports in September, 50 hogsheads, 276 casks, and 31,418 pounds tallow; 871 barrels lard.

WOODS.

Imports in July, nothing.
Imports in August, 10 logs walnut; 160 logs cedar; 1,840 logs dye-wood.

PIMENTO.

In September, 310 bags.

METALS.

In July, 621 casks copper, from New York; 915 blocks copper.
In August, 361 casks and 974 bars copper.
In September, 309 casks copper, all from New York.

WHALE OIL.

In July, 540,000 kilogrammes, from New York and New Bedford.

In August	1,207	casks.
In September	263	"
In September	2,050	" cod oil.
Total	3,520	"

ASHES.

In July	596	barrels potash,	49	barrels pearlash.
In August	717	"	278	"
In September	252	"	76	"
Total	1,565	"	403	"

DRUGS AND DYES.

In July, granadilla	1,699	logs.
" cedar	260	"
" sarsaparilla	140	bales.
In August, quercitron	101	casks.
" "	1,305	bags.
In September, quercitron	74	casks.
" "	164	bags.
" "	21	hogsheads.
" jalap	35	bales.

MISCELLANEOUS.

In September, beeswax	21	casks.
In July, whalebone	15,000	kilogrammes.
In September, whalebone	213	bundles.
" hops	127	bales.
In August, cocoa	41	bags.

SPIRITS.

In August, alcohol	200	casks.
" "	150	barrels.

BORDEAUX.—C. DAVISON, *Consul.*

OCTOBER 20, 1861.

Having had possession of this consulate so small a portion of the year, closing on the 30th of September, I can communicate but little commercial information to the department, other than that embraced in the enclosure. There have occurred no changes in the revenue laws, port dues, &c., that I am aware of.

The commercial interests of the United States with the port of Bordeaux, of course, have been greatly affected by our civil war and the blockade of the southern ports, to which very much of the wines of this locality are usually exported. Our amended tariff of March and August, 1861, has also largely cut short the great traffic of this port. Numbers of American vessels have, as usual, brought cargoes of staves hither, but have failed to get the customary return cargo of wines, plums, sardines, &c. Some have found cargoes for South American ports, while others return to New York in ballast, for want of the usual shipments. Bordeaux wine merchants connected with houses in our large seaports are much crippled in their business; but, of course, a return to peace will, to a fair extent, restore their trade. The stock of claret and other wines on hand here is large, and the vintage just closed has been good in the localities where the best wines are made; whilst from late frosts last spring and the drought of summer, the fruit failed in the localities where the poorer qualities grow.

The deficiency in the grain crop of France was not so much felt in this part as in northern France; yet we have received some cargoes of wheat here from the United States.

LYONS.—LOUIS W. VIOLLIER, *Consul.*

JANUARY 21, 1861.

The exports from this consulate to the United States for the quarter ending December 31, 1860, show a heavy decrease as compared with the same period of 1859.

	Francs.
Quarter December 31, 1859	1,552,930
Quarter December 31, 1860	707,075

Divided as follows:

Wines	12,118
Velvets	39,685
Crape	51,867
Silks	221,898
Ribbons, (silk and velvet)	381,507
	707,075

The decrease for this quarter will still be greater, the cause being the disturbed state of the New York market.

The stock of goods of last season on hand in New York is very great, the sales are very slow, at low prices, and some failures which took place in the States fall heavily on the merchants and exporters of Lyons.

It is the opinion of the exporters here that until affairs are more settled in the States, the exportations will be reduced, not reaching one-half of what they were last year. They refuse to receive from the manufacturers goods ordered some months ago and destined for the United States, and have, as far as possible, cancelled all their orders.

Most of the merchants are louder than ever in their complaints on the custom-house system. They think the duties are too high; but if the tariff cannot be changed, and the duties reduced, they say that the conditions ought to be the same for all exporters; that several large firms can enter goods at the custom-house (probably with false invoices) on much better conditions than they can; that many exporters in Lyons avoid the consular verification, and find means to have their goods entered at the United States custom-house as the property of the New York firm.

In my despatch of the 10th of December, No. 19, to the honorable Secretary of the Treasury, I suggested two ways of rendering the collection of duties more equitable and less liable to errors and frauds.

I have no doubt if the measure proposed by his excellency the President, in his message to Congress, could be adopted, it would generally give great satisfaction to the merchants and exporters, and, by rendering the verification of invoices easier and frauds impossible, increase the revenue of the United States.

I have collected some information in regard to the system of duty, by weight, on silk goods, and if they can be of any use, I shall be happy to forward them.

Extract from despatch No. 19, *dated December* 10, 1861, *to Hon. Howell Cobb, Secretary of the Treasury.*

§ 4. The most efficient measure would be to introduce for silk goods a duty by net weight.

All silk goods could be divided into five classes: Plain silks, velvets, plain ribbons, figured silks, figured ribbons.

The duties, at a fixed rate for the pound on each class, could be made equal to the present ad valorem duty.

The advantages of this measure would be numerous; it would place all importers in the same position, prevent frauds by double invoices and undervaluations, and make the verifications easier and less liable to errors.

I can add that this change would be particularly welcome to the American jobbing houses, who at present cannot, in their importations, compete with the large foreign houses and importers, who can sell goods, at a profit, cheaper than it costs the jobbers to import them.

§ 5. If the above proposition cannot be adopted, I think the following, although not as efficient, would be found advantageous.

Require all importers entering goods, either consigned or for their account, to produce to the custom-house officers an original invoice, sworn to by the manufacturer or the commission agent, through whom the goods have been purchased, in the place of manufacture; such oath under the invoice stating that the prices are true and real, and that he or they claim no commission or allowance above the amount named in the invoice as the full purchase price of such goods.

No commissioner or manufacturer would swear to an amount below that really due to him.

JULY 1, 1861.

The following shows the number and amount of invoices certified to by me for the quarter ending 30th of June, 1861, viz:

		Francs.	Francs.
April	1 invoice wines	1,455	
April	10 invoices silks	275,613	
			277,068
May	10 invoices silks	138,567	
June	1 invoice silks	26,380	
			164,947
Total			442,015

SEPTEMBER 30, 1861.

I hereby certifiy that the invoices of goods exported to the United States from this district, closing the quarter ending this day, amount to two hundred and nine thousand and eighty-six francs and fifteen centimes, as follows:

Date.	Invoices.	Cases.	1861.	1860.
1861.			*Francs.*	*Francs.*
July	4	18	112,056. 10	1,016,811. 25
August	7	11	58,843. 10	337,890. 15
September	4	9	38,166. 95	334,463. 16
Total	15	38	209,066. 15	1,689,164. 56

SPANISH DOMINIONS.

CADIZ.—T. T. TUNSTALL, *Consul.*

NOVEMBER 7, 1860.

In the absence of printed statistics and official publications of the trade and commerce of this consular district, I promise in the present communication to furnish to the Department of State such a review of the subject as I may be enabled to do by availing myself of information received from the most reliable unofficial sources to which I have had access.

There are, I regret to state, many impediments in this country in the way of obtaining such information as that sought for by the circulars issued from the department. In the first place, the archives of the public offices are not open to general inspection, nor are their contents given to the country through the medium of the press, which, instead of being the great source of public enlightenment and instruction, is confined to a certain routine, and labors under a multitude of restrictions. Hence there are no custom-house publications giving the import and export trade of the port of Cadiz and the value thereof.

Any non-official intelligence that might be obtained by remuneration or otherwise (which is not provided for by the circulars calling for such information) could not be relied upon as correct were it thus acquired.

Such are some of the obstacles which prevent, to a serious extent, the preparation of a more extended and elaborate report of the commerce of this consular district than you will find here presented.

I therefore simply confine myself to such reliable information as has an immediate relation to the commercial and shipping interests of the United States with this port and its dependencies, and the share and proportion American vessels have had and sustained in this connexion. To depart from this method would be an indulgence in vague speculations, and my statements, ceasing to be statistics of known facts, would degenerate into mere conjectures. I therefore bespeak your indulgence for the paucity and brevity of this review, on the score of the truth of what it contains.

During the consular year ending 30th September past, fifty-one American vessels entered and cleared this port, with twenty thousand one hundred aggregate tonnage. For details of cargoes and the respective values thereof, you are respectfully referred to the tables of "Navigation and Commerce" hitherto furnished the department.

A general synopsis is as follows:

Imported in American vessels.

Tobacco, 3,842 hhds Staves, 1,930,400 Coal, 1,030 tons Lumber, 343,119 ft Beef and pork, 300 barrels Ice, 250 tons Brandy, 80 pipes	Value	$119,519 53

Exported in American vessels.

Wine, (sherry,) 2,274 butts Salt, 4,767 lasts of 68 bushels Licorice, 1,250 boxes Corks, 1,860 bales Olives, 109 tons	Value	$295,779 95

To the above extent has American shipping been engaged in the trade and commerce of this consular district during the year expiring 30th September. The above tables present the exact aggregates of such articles as have come within the immediate knowledge of the writer, and may be relied upon in all their details. The value of merchandise shipped to the United States and invoiced at this consulate reached the sum of $374,799 60, including the estimate of wines invoiced at the United States consular agency at Port St. Mary's during the quarter just expired.

During the quarter ending 31st December, 1859, there was a series of publications in gross of the imports and exports of Cadiz, without valuation, given by one of the local journals, (commercial in its character or quasi commercial,) from which I have compiled a statement embracing the 1st October to the 31st December, inclusive, that you may thereby form some estimate of the average amount of annual importations and exportations, and of what they consist. I give you, as follows, a table at length and specifications:

Imports.

Sugar, 7,464 boxes Coal, 5,828 tons Lumber, 73,012 pieces, (ft. not known) Staves, 421,000 Tobacco, 1 hhd., 2 bbls., 240 bxs., lbs. not given.	No value given.

Exports.

Wine, (sherry,) 8,529 butts Salt, 13,984 lasts Licorice, 770 boxes Corks, 1,435 arrobas of 25 lbs Olives, 12,682 fanegas Oil, 254 arrobas and 24,590 jugs	No value given.

Such is the character of the trade of this district and such the samples of the articles upon which it is based. No value can be given to the articles above enumerated for want of such data as might and must be ever sought for in vain in a country like Spain.

Sugar is almost entirely supplied by her colonies; coal by England; lumber by the north of Europe and the United States, particularly pitch pine plank and spars by the latter; staves and tobacco entirely by our country, with now and then some additions of the latter article from Manilla; when I speak of tobacco I refer to unmanufactured tobacco. The export trade is almost entirely confined to the two articles, wine and salt, (or principally,) and some licorice, all of which goes to the United States, I believe.

The quantites of the two great staples of this district that were shipped to all parts of the world during the period to which this review refers were as follows, viz:

Salt, lasts	50,638
Wine, butts	53,412

By a small monthly publication, made by the wine merchants and proprietors of wine cellars, of the quantity shipped by each of them, and to what countries sent, I am able to furnish a

table that will show to what extent the United States is engaged in the gigantic wine trade of this district in comparison with other countries:

Sherry wine exported during consular year.

Whither sent.	Butts.
Great Britain and colonies	35,523
United States	18,715
Russia	3,153
Holland	497
Denmark	328
Mexico	365
France	75
Buenos Ayres	136
Portugal	5

No value can be given to this trade as the price per butt varies from $60 to $600.

Salt commands $5 per last of 68 bushels, which has been the reigning price for the last two years.

Staves, the great article of import from the United States, and which constitutes the cargo of almost every American ship that arrives from there, varies in price according to class, ranging from $100 to $140 per M. The trade in this article has been more active in the last twelve months than the year preceding, owing to better prospects in the wine crops of the province.

Freights: The average rates of freights to the United States continue unvaried, ranging from $8 to $10 per ton. I may here mention that there is now established a regular line of monthly sailing vessels between this port and New York, a new enterprise, established by the commercial house of J. Bensusan & Sons.

I here forward a table of general information for masters and owners of American ships coming to Cadiz:

Expenses on a ship in ballast, loading salt.

Pilotage inwards	$9 05
Health dues, 2½ cents per ton register.	
Taking out ballast, 25 cents per ton.	
Salt permit and clearance	10 00
Pilotage outwards	8 70
Consumption dues.	

Expenses on a ship of 500 *tons register with* 700 *tons cargo, loading salt.*

Pilotage inwards	$9 05
Pilotage outwards	8 70
Health dues, 5 cents per ton	25 00
Import duty, 12½ cents per ton of 2,000 pounds	87 50
Light-house dues, 5 cents per ton	25 00
Anchorage dues	25 00
Consumption dues.	
Entering, salt permit, and clearance	10 00
	190 25

The salt is sent to ships in lighters of from seven to twenty-four lasts, and when the vessels receive it with their own crews they have to put in them the same number of men, which are generally three or four, according to size. But, if employing laborers to take it on board, the charge is fifteen cents per last when shovelled on deck, and twenty-five cents for hoisting it in barrels and putting it in the hold.

The usual time to load a vessel in moderate weather is from four to five days. The above information may, I trust, be found useful to the parties interested and whom it is intended to benefit.

Since my last annual report there has been no change or modification of the commercial laws of the kingdom intended in any way to affect the mercantile and shipping interest of our citizens that have come to the knowledge of the writer.

Distinctions drawn in favor of importations made in national over foreign vessels continue unaltered. Neither have any new branches of industry been explored or undertaken that are calculated to enhance the value of investments of capital or animate the field of its employment.

Such is a brief summary of the information I am able to furnish of the consular district, its markets, trade, imports, exports, &c., for the year ending 30th September past.

You will please embrace, as a part of this report, the annexed table of the number of merchant vessels of all nations that arrived in Cadiz during the year 1859, as it will serve to give a better idea of the extent of its trade and commerce.

Statement of the number of merchant vessels of all nations arrived in Cadiz in the year 1859.

	Vessels.	Men.	Tonnage.
Spanish vessels from Spanish colonies	140	2,443	33,935
Spanish vessels from foreign ports	359	7,713	62,662
Spanish vessels in the coasting trade, over 50 tons	1,647	17,400	129,507
Foreign vessels with cargoes	731	10,505	187,551
Foreign vessels in ballast	198	2,321	46,350
	3,075	40,382	460,005
Countries to which the above foreign vessels belonged :			
England	362	4,361	81,407
France	227	4,402	48,635
Sweden and Norway	67	718	16,930
Russia	56	838	17,960
United States	52	626	29,727
Belgium	33	333	8,838
Portugal	27	272	2,837
Holland	25	220	4,533
Sardinia	22	403	8,456
Denmark	11	94	1,538
Prussia	11	127	3,685
Hamburg	6	78	1,738
Sicily	5	87	1,668
Oldenburg	4	34	900
Hanover	4	22	522
Bremen	4	43	920
Oriental	3	37	947
Tuscany	3	40	804
Chili	2	40	759
Rome	1	8	137
Uruguay	1	12	302
Naples	1	12	299
Mecklenburg	1	10	231
Unknown	1	9	128
Aggregate	929	12,826	233,901

NOTE.—By the above table it appears that American shipping is navigated by fewer men to the hundred tons than that of any other nation.

JOHN SOMERS SMITH, *Consul.*

CADIZ, *October* 25, 1861.

I have the honor to submit the following commercial report on the trade of this consulate with the United States for the year ending September 30, 1861; and beg leave to observe that, as I have but recently taken charge, I am unable to furnish the different imports and exports by American vessels during the year, with the exception of the last quarter, which is correctly and minutely stated in my return of navigation and commerce for that period.

The American vessels arriving at this port during the year ending September 30, 1861, amounted to 90
In port October 1, 1860 2
92

Of these there were despatched to—

New York	9
Boston	20
Charleston	1
New Orleans	1
Portland	1
Rockland	1
St. John's	2
Eastport	1
Bathurst	2
Malaga	4
Valencia	3
Alicant	1
Corunna	1
Buenos Ayres	7
Montevideo	8
New Granada	12
Rio Janeiro	1
Messina	5
Australia	1
Lisbon	1
Madeira	1
Marseilles	1
Runaway "ship Island Queen"	1
In port October 1, 1861	7
	92

The aggregate measurement of the ninety vessels entered amounted to 37,497 tons, being an increase of thirty-nine vessels and 17,662 tons over the previous year; this excess arises from two causes. In the first place, the stock of staves being much reduced towards the close of the year 1860, led to heavy importations; and secondly, the want of homeward freights for American vessels from European ports, owing to the rebellion in the southern States, brings many to this port to obtain salt freights for South America, or to load salt for the United States.

Staves.—At present the market is well supplied and late arrivals are storing, excepting

pipes which are saleable. The quotations are for white-oak heavy pipes, $160 per M.; light pipes, $134; hhds., $112; and barrel staves, $92 per M.

With the exception of a few hundred puncheons of alcohol, which is substituted for brandy by some of the manufacturers of wine, there has been nothing but staves and two or three cargoes of tobacco; the latter for government account, imported from the United States, within the past year.

The stock of salt is very large—estimated at 100,000 lasts, or seven millions of bushels. The season has been very favorable for making salt, which is entirely done by solar evaporation. Present prices, $3 50 per last, or about 5 cents per bushel.

The shipments of wines, liquors, &c., to the United States has been extremely limited, and will doubtless so continue until affairs are settled.

Freights have ruled at $8 to $9 per ton throughout the year for Rio Grande and the La Plata. To the United States, but little offering, at $8 per ton to New York and $12 for Boston. These quotations, however, are quite nominal.

Exchange on London, for bills at ninety days date, 49½ per $1; Paris, 5.27 francs for $1; Hamburg, 46*d.* per $1. There is no regular course of exchange on the United States, and bills, even for small amounts, are negotiated only as a favor.

Cadiz, from its geographical position, must always be a commercial port of importance; and when the railroad, which now extends to Cordova, is completed to Madrid, bringing it in communication with all parts of Europe, the trade of this flourishing city will be greatly extended.

There have been no royal orders or edicts during the year affecting the commerce of the United States.

MALAGA.—J. SOMERS SMITH, *Consul.*

JANUARY 31, 1861.

I have the honor to make the following report on the trade of this consular district with the United States for the quarter ending December 31, 1860:

The importations of American produce consisted of 91,445 white oak pipe staves, and 10 hhds. of bark by American, and 500 bales of cotton by Spanish vessels. Total value $40,309.

The stave market continues very dull with but little demand; prices ranging from $75 to $120 per M., for light and heavy white-oak pipe staves, according to quality.

The approximate value of exports from this consular district, to the United States, by American and foreign flags, for the quarter ending December 31, 1860, amounted to $1,117,939.

The stock of raisins remaining exceeds 200,000 boxes, the most of which may go forward to the United States during the spring and summer should affairs become settled. At present business is very inactive, and prices of exports nominal at my quotations under date of 25th of October last.

The shipments during 1860 to the United States have exceeded any previous year. The total number of box raisins, as per approximate statement, amounted to 982,934 boxes.

Exchange on London, 90 days, 50¼*d.* per $1.

Exchange on Paris, 90 days, 5.27f. per $1.

Exchange on Hamburg, 90 days, 44¼*d.* per $1.

Approximate statement of the number of vessels entered the port of Malaga during the year 1860.

	Vessels.	Tons.
Line of steamers, coming periodically, but counting in the year once only	42	10,200
Casual steamers	71	25,130
Spanish vessels from Spanish possessions	61	13,958

	Vessels.	Tons.
Spanish vessels from foreign ports	95	3,579
Spanish coasters	1,327	74,320
Spanish coasters, small craft	663	9,726
Foreign vessels with cargo	403	81,671
Foreign vessels in ballast and transitu	87	18,176
Total		236,760

Of the foreign vessels are included 75 of the United States. Total tonnage 22,092, which is double the tonnage of the highest foreign flag.

Approximate statement of exports from Malaga to the United States by American vessels during the the quarter ending December 31, 1860.

TO NEW YORK.

Raisins, boxes	275,861		
Raisins, casks	3,887		
Raisins, frails	480		
Wine, qr. casks	1,316		
Licorice root, bales	4,206		
Lemons, boxes	5,203		
Almonds, frails	481	Value	$592,021
Lead, tons	526		
Grapes, kegs	2,312		
Figs, boxes	600		
Mats, bales	50		
Bird seed, barrels	498		
Straw hats, bales	607		
Oranges, boxes	281		

TO BOSTON.

Raisins, boxes	76,433		
Raisins, casks	2,250		
Wines, qr. casks	80		
Lemons, boxes	1,410		
Almonds, frails	600	Value	$185,349
Lead, tons	379		
Grapes, kegs	1,130		
Mats, bales	196		
Straw hats, bales	23		
Oranges, boxes	147		

TO NEW ORLEANS.

Raisins, boxes	5,819		
Wine, qr. casks	50		
Lemons, boxes	1,713	Value	$17,060
Almonds, frails	180		
Grapes, kegs	200		

TO PHILADELPHIA.

Raisins, boxes	6,000		
Raisins, frails	300	Value	$11,600
Lemons, boxes	200		

Aggregate of exports from Malaga by American and foreign vessels.

	Raisins.			Wine.	Licorice root.	Lemons.	Alm'nds	Lead.	Grapes.	Figs.	Mats.	Bird seed	Straw hats.	Oranges.	Amount.
	Boxes.	*Casks.*	*Frails.*	*Qr. casks*	*Bales.*	*Boxes.*	*Frails.*	*Tons.*	*Kegs.*	*Boxes.*	*Bales.*	*Bbls.*	*Bales.*	*Boxes.*	
New York	295,861	3,887	480	1,316	5,406	5,603	481	828	2,512	600	50	498	607	281	$659,986
Boston	116,033	2,350	.....	80	.....	1,810	600	514	1,330	.....	196	.....	23	147	267,961
New Orleans	29,669	475	300	250	.....	2,313	180	....	555	400	.....	100	.....	.....	99,952
Philadelphia	13,100	.....	300	.....	.....	200	.....	110	.....	.....	200	.....	.....	.....	33,670
Baltimore	18,750	.....	.....	.....	.....	.....	.....	18	.....	200	.....	100	.....	.....	36,882
	473,413	6,712	1,080	1,646	5,406	9,926	1,261	1,470	4,397	1,200	446	698	630	428	1,098,451
FLAGS.															
United States	364,113	6,137	780	1,446	4,206	8,526	1,261	905	3,642	600	246	498	630	428	806,030
British	85,450	575	300	.....	1,200	800	.....	415	400	200	200	100	.....	.....	195,673
Spanish	23,850	.....	.....	200	.....	600	.....	.....	355	400	.....	100	.....	.....	82,892
French	.....	.....	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	13,856
	473,413	6,712	1,080	1,646	5,406	9,926	1,261	1,470	4,397	1,200	446	698	630	428	1,098,451

APRIL 4, 1861.

I have the honor to submit the following report of the trade of this consular district with the United States for the quarter ending March 31, 1861:

There have been no importations by American vessels during the quarter. By the Spanish flag there have been received from New Orleans 3,891 bales of cotton and 11,000 white-oak pipe staves—estimated value $220,672.

Staves: The large stock which has existed for two or three years past has been bought up for Cadiz, with some few shipments for Barcelona and Tarragona. The prices realized were:

For light white-oak pipes, per M. $110
For heavy ..... do ..... do 130
For extra ..... do ..... do ..... 140 to $147.

There are no staves remaining in first hands.

The shipments to the United States are always very limited during the first quarter of the year. This season, however, business has been in a great measure suspended, owing to the unsettled state of affairs in the United States, together with the increased duties on raisins under the new tariff. There yet remain some 200,000 boxes of the old crop, most of which may go forward to New York and Boston in the course of the summer, should more encouraging advices be received.

The exports to the United States by American and foreign flags during the quarter ending the 31st of March—consisting of lead, raisins, licorice root, &c.—approximated in value to $109,324.

There have been no exports to the United States from Almeria and Adra since the 1st of January.

On the 17th instant the bark "Wyandotte," of Boston, from Symrna, bound to New York with a cargo consisting of rags, wool, and sponges, stranded some fifteen miles west of Almeria. Notwithstanding every exertion has been rendered by Mr. Roman, United States consular agent, to save vessel and cargo, the vessel is a total wreck. A portion of the cargo has been saved, more or less in a damaged state, and will be forwarded to its destination as soon as possible.

In former despatches to the department I have pointed out the dangerous coast between Adra and Almeria, warning shipmasters, in entering and departing from the Mediterranean, to keep well off this shore.

On the 22d of January last an American vessel was stranded about four leagues east of Adra, at some distance from the shore. She fortunately got off without assistance, after throwing overboard, as it is stated, 3,000 fanegas of the barley which formed her cargo.

The winter has been very favorable, and good crops of every description are anticipated.

APRIL 24, 1861.

I have the honor to transmit herewith a letter from Frederick Burr, esq., United States consular agent for the port of Adra, together with a statement of the exports of lead and silver from said port during the year 1860.

The chief exports of lead from this consular district are from Adra and Almeria. Extensive shipments are made direct from these to European ports; the major part of the shipments of lead, however, to the United States are made *via* Malaga.

UNITED STATES CONSULAR AGENCY, *Adra, April* 15, 1861.

I beg to forward for your information the enclosed copy of an official return, which has been handed to me, of the exports of lead and silver from the port of Adra, and made up monthly for the past year, 1860.

Though the quantity of lead and lead ore produced in this district has diminished about one-half since its most flourishing period, twenty-five or thirty years ago, it still maintains the rank of one of the principal lead districts of Europe, and consequently of the world. The price of lead, as mentioned in a former letter, declined a good deal in the latter part of last year, and has not recovered in the present; it may now be stated at about 78 to 79 reals per quintal on board. The exports of this district are likely to receive a considerable increase by the addition of a new article, "calomine," or ore of zinc, which is now attracting considerable attention. Veins and deposits of this mineral have long been known to exist on the western and southern slopes of the Sierra de Gader, but no great attention was paid to the circumstance, nor were any effectual mining works undertaken, though several cargoes of calomine have been exported during the last year or two. Within the last few months, however, a French company, said to possess large resources, have taken up a number of zinc mines, and are now erecting three furnaces for the calcination of the ore at the foot of the sierra and about two leagues north of Baja. The value of the zinc ores of this province will, therefore, be soon tested on a large scale, and, should the speculation prove successful, a new source of industry and of export will be opened—the chief advantage of the latter being, however, for French vessels.

The silver, noticed in the enclosed statement of exports, is produced exclusively in the establishment of the Messrs. Heredia, which is on a magnificent scale, and embraces the manufacture of lead in all its various branches, as sheet lead, lead pipes, and shot; and also the chemical applications of the metal, as white lead, red lead, &c. In these works all the pig lead, which contains a sufficient proportion of silver to be profitably extracted, undergoes the concentration or desilvering process of Pattinson. The lead ores of this district are, however, generally poor in silver, with the exception of certain localities. Other exports of Adra and its vicinity are almonds, raisins, figs, and wines; the former fruit, which is very abundant, constituting the principal wealth of a considerable district about Murtas and Turon, two or three leagues to the north of this town. These exports are chiefly for Malaga and Barcelona, being partly embarked at Adra and partly at La Rabita, a small village on the coast about two leagues east of this place.

The almonds especially form a very important source of wealth in the district; and their occasional failure, as last year, is most severely felt. This year, so far, the crop of almonds promises extremely well; but this fruit is exceedingly delicate till it is fully set—say, about the month of June.

Statement of lead and silver which have been exported from the port of Adra, produced in the factories within its district, during the year 1860.

Months.	Silver.	Lead for Spain.	Lead for foreign ports.	Total.
	Quintals.	*Quintals.*	*Quintals.*	*Quintals.*
January	8	----------	26,677	26,677
February	----------	8,022	15,024	23,046
March	----------	8,493	22,972	31,465
April	----------	5,092	18,285	23,377
May	19	7,877	24,308	32,185
June	----------	4,824	24,449	29,273
July	----------	2,938	31,063	34,001
August	----------	8,399	26,615	35,014
September	12	12,678	19,818	32,496
October	8	19,945	28,635	48,580
November	4	6,177	14,336	20,513
December	4	6,598	----------	6,598
	°55	91,043	252,182	†343,225

° 5,500 pounds. † 15,322 tons.

MALAGA.—A. M. HANCOCK, *Consul.*

SEPTEMBER 30, 1861.

I have the honor to submit to the Department of State the following report for the quarter ending September 30, 1861, and also a short review of the trade from this port to the United States for the year ending with the same date. And it will not, I think, be inappropriate, before entering fully upon the facts connected with the commerce of Malaga, briefly to state the prospects for trade the ensuing year. Two causes combined will reduce the trade, heretofore very large, to a mere pittance. These causes are the rebellion and the tariff adopted at the late called session of the national Congress. The tariff operates with more serious effect than the war. If I am correctly advised, the object of the increased duty upon certain articles of merchandise is to augment the national receipts from this source of revenue. Hence, such duty should have been imposed upon each article specified as would have afforded the utmost revenue, without decreasing the demand for the article by such significant increase in price as would put the specified merchandise beyond the general reach of consumers. This, I take it, could alone be done by carefully investigating the cost for the production of such articles as it was intended to increase the duty upon, and ascertain the greatest price they would bring in the market, without materially decreasing the demand, and, after the allowance of reasonable profits for the importers and jobbers, then levy such duty as the merchandise would bear.

The chief commerce between this port and America is raisins. From September 30, 1859, to September 30, 1860, it is estimated that fully a million boxes were shipped from Malaga to the United States. Under the Morrill tariff the revenue derived from this article alone would be five hundred thousand dollars. And notwithstanding the duty was considered by the producer as great, it did not decrease the exportation to the States, because raisins could be produced and shipped at such cost as put them within the general reach. And within the last few years the use of raisins had become so universal with all classes of the people of America that I think I may with propriety say they had ceased to be a luxury.

The vintage begins about the middle of August, and the first shipments of new fruit are generally made about the first of September. During the month of September, 1860, thirty-five American vessels cleared from this port, laden with fruit, &c., for the United States, and ten were remaining in port on the 30th of September, taking in cargo for the same destination. And between the 1st of July, 1860, and the first of the following October, three hundred and eighty-three thousand eight hundred and ninety-eight boxes of new raisins went to America. The revenue derived from the September shipments of 1860, under the duty fixed by the Morrill tariff, would have been $191,491. Now there are but two American vessels in port under charter, and since the beginning of vintage not more than seventy thousand boxes of raisins have been shipped to the States. The duty on the seventy thousand boxes shipped in September, 1861, as fixed by the new tariff, is $87,500, leaving a balance against the treasury of $104,449. It is true, of course, that the rebellion against the government has paralyzed the trade of the country in all parts of the world, but I am quite sure that the raisin trade between Malaga and the United States would not have fallen off more than one-third had the old duty on raisins remained unchanged. The merchants here are willing to take the chances of speculation if they could put their merchandise into the country at such prices as to create a demand for it. I do not think it necessary to go into a full detail of what raisins can be produced for in this part of Spain and shipped to the States, so as to put them within the reach of the people; but, after full and thorough investigation, I make the general assertion that Malaga raisins will not bear a greater duty than two cents per pound, or fifty cents per box of twenty-five pounds. In this market raisins have heretofore sold for from $1 40 per box of twenty-five pounds to $1 60. The market opened this fall at from $1 20 to $1 35 per box of twenty-five pounds, but with this decrease in price there are no buyers for the American market. When we add to raisins originally costing $1 20 per box $1 25 duty, (as under the new tariff,) and commission, insurance, storage, cartage, freight, &c., it increases the price to such a sum as to amount almost to a prohibition of exportation to America. By the new tariff we are not only losing in revenue, (the chief and I believe only object of the tariff,) but are forcing a trade heretofore almost exclusively under our control to seek other channels.

The continuation of this tariff must operate seriously upon the merchants here engaged in the American trade. For many years it has been the custom to advance large sums of money on the growing crop of grapes. Early in this year, as usual, money was advanced to the producers. Owing to the fact that the merchants here cannot ship as heretofore to America, they cannot afford to pay the prices demanded for raisins. The producer refuses to sell at a less price. Hence, unless some change takes place, great pecuniary embarrassment must follow, which falls almost alone on merchants having business houses in the United States.

Reviewing for a moment the statement and facts heretofore adduced, we readily understand that a very small trade must be carried on this year with the United States. The revenue under the tariff then existing, derived by the government from merchandise shipped from Malaga and its consular dependencies, during the year 1860, did not fall far short of $1,200,000. At present the indications are that not more than one-sixth of this amount will be realized by the government this year. My firm conviction is that this decrease in revenue is chargeable more to the tariff of the late Congress than to the internal difficulties which now unhappily afflict the country.

Of course, I submit the foregoing remarks with much hesitation and diffidence; but believe, if they are fully considered with the commercial reports of my predecessors for former years, the correctness of my conclusion will become patent to every investigator. I may add, in conclusion, to this part of my report, that there are not now twenty-five thousand boxes of raisins beyond the amount specified in the approximate statement of amount and value of cargo shipped for the quarter ending this day purchased for the American market, and the vessels here seeking cargo will in all probability be compelled to go home in ballast.

The number of American vessels that have arrived at this port during the year ending September 30, 1861, were	47
Remaining in port on the 30th day of September, 1860, included in the returns of that date	10
Total	57

Of the above, there were despatched to the United States	49
To Garucha	2
To Sydney	1
Remaining in port September 30, 1861	5
Total	57

Two of those in port are destined for the States, two are seeking cargo, and one is bound for Odessa. She came into this port in distress, and is undergoing repairs.

The aggregate measurement of the forty-seven vessels arrived during the past year amounted to fourteen thousand four hundred and eighty-eight tons; being a decrease of twelve vessels compared with the year 1860, and two thousand seven hundred and forty-nine tons.

The transportation of American produce for the past year, brought to this port in American vessels, consisted of 373,691 staves, and a cargo of lumber, valued, in the aggregate, at $48,842, and 11,000 staves and 7,718 bales of cotton, brought to Spain by Spanish vessels, estimated to be worth $502,027.

Staves.—Earlier in the fall staves were in great demand, but recent importations have fully supplied the market for the fall and winter trade. The prices at this date are as follows: For heavy pipe, $140 to $150; for light pipe, $120 to $125.

Exports to America.—The estimated value of exports from this consular district to the United States for the year ending this day is $1,699,769. which is $420,968 less than the value of the exports of the year 1860, and arises from the fact that no shipments of consequence have been made this vintage because of the increased tariff and the rebellion which distracts the country.

Grapes.—The crop of packing and wine grapes is not so large as that of last year. The disease, which is destructive to grapes, discovered itself slightly, and fears are entertained that it may return in a more malignant form next year.

Wines.—There are no transactions in wine. The old stock is not very large. Sixteen dollars per quarter cask is asked for sweet wine, without any buyers.

Lead.—Though the price of lead is lower than it has been for years, there are now no shipments being made to the United States. Last year about 4,500 tons were shipped to America; this year only about 2,397 tons. The prices range from $3 75 to $4 per quintal, according to marks.

Grain.—The crops in Spain the present year have, generally speaking, been greater than an average crop. Prices differ very much between the different provinces. In the province of Valladolid wheat is selling at 40 reals (two dollars American money) for a fanega in weight, about ninet-five pounds; in Santander at 45 reals, or $2 25 in American money; in this province, Malaga, it is worth 60 reals, or $3 American money, per fanega.

Freights.—There being but few shipments to the United States, there is no price fixed for freights. One vessel that left last week took part of a cargo at $2 per ton. The usual charges heretofore have been from $8 to $10.

Exchange.—The rates of exchange on London, Paris, and Hamburg are about as follows: London, 50 to 50⅛; Paris 5.30; Hamburg, 45⅛.

No royal decree affecting the commerce of the United States has been issued since I entered upon the duties of this consulate.

The board of health here is sovereign in its decrees, and oppressive and tyrannical. But this I will make the subject of a special despatch at an early day.

ALMERIA.—F. P. ROMAN, *Consular Agent.*

SEPTEMBER 30, 1861.

Approximate statement of exports to the United States from the port of Almeria for the quarter ending September 30, 1861.

Nation.	Number of vessels.	Nature of cargo.	Approximate invoice value of cargo.	Port of destination.
British	1	3,415 — lead, 1,504 — wood	$34,696 00	Boston.
Spanish	1	604 — wood	8,556 00	Gibraltar, for transhipment to Boston.
	2		43,252 00	

PORT MAHON.—S. LADICO, *Consul.*

JANUARY 5, 1861.

* * No American vessel arrived at or departed from this port during the third and fourth quarters of last year. * *

BARCELONA.—JOHN ALBRO LITTLE, *Consul.*

DECEMBER 27, 1861.

I have the honor to forward to you, herewith, my report on commercial information which was due from this consulate on the 30th September last. * * *

I find the Spanish officials very unwilling to furnish any valuable information; and, I am told, this is often caused by their not having any to impart. I have been unable to obtain all that I have sought; and what I have has been obtained with much difficulty. * *

Superficial area of each of the four provinces of Catalonia, with a statement of the number of inhabitants and parishes, and the number of hectareas and souls belonging to each parish.

Provinces.	Superficial area in hectareas.	Population.	No. of parishes.	Number of hectareas in each parish.	Number of souls in each parish.
Barcelona	773,140	713,734	472	1,638	1,512
Gerona	588,380	310,970	420	1,400	740
Lerida	1,236,590	306,994	559	2,212	549
Tarragona	634,880	320,593	226	2,809	1,418
	3,232,990	1,652,291	1,677	8,059	4,219

Synopsis of the masses of population which exist in each of the four provinces of Catalonia.

Provinces.	NUMBER OF—				
	Cities.	Boroughs.	Villages.	Hamlets.	Streets.
Barcelona	4	65	273	48	743
Gerona	1	58	391	54	937
Lerida	5	76	631	74	201
Tarragona	5	69	137	34	636
	15	268	1,432	210	2,517

Synopsis of the number of houses, hotels, lodging houses, and detached residences that do not form masses of population in each of the four provinces of Catalonia.

Provinces.	NUMBER OF—			Total.
	Houses.	Hotels and inns.	Detached residences.	
Barcelona	16,218	23	798	17,039
Gerona	3,178	70	185	3,433
Lerida	4,852	1,664	9,209	15,725
Tarragona	5,894	9,519	1,441	16,854
	30,142	11,276	11,633	53,051

Synopsis of the entire number of buildings in each of the four provinces of Catalonia, classified according to stories.

Provinces.	NUMBER OF—								Total of buildings.	Number of huts.
	One story		Two stories.		Three stories.		More than three.			
	Inhabited.	Uninhabited.	Inhabited.	Uninhabited.	Inhabited.	Uninhabited.	Inhabited.	Uninhabited.		
Barcelona	9,020	6,801	44,540	20,860	11,431	2,960	5,723	111	100,997	17
Gerona	2,453	3,418	21,101	14,619	13,613	2,656	2,017	62	60,139	699
Lerida	25,689	6,104	21,236	2,091	5,774	539	921	6	62,340	13,924
Tarragona	4,496	8,529	24,993	6,183	17,085	1,276	5,216	3	67,779	7,721
	41,658	24,852	111,870	43,753	47,903	7,431	13,877	182	291,255	22,361

Joint stock manufacturing companies in the city of Barcelona.

Name of companies.	Charter granted.	Capital.	No. of shares.	Par value.	Amount of capital paid up.	
Gas-light company	Janaury---1842	$460,000	2,300	$200	$460,000	All
Paper mill	April -----1843	130,000	130	1,000	130,000	All
White cotton cloth and print	February--1847	1,600,000	16,000	100	1,600,000	All
Bronze and iron foundery	September..1850	350,000	3,500	100	350,000	All
Cotton spinning and weaving	March.----1852	700,000	7,000	100	700,000	All
Cotton spinning and weaving	March.----1853	150,000	600	250	150,000	All
Cotton spinning and weaving	June.----1853	600,000	6,000	100	600,000	All
Barcelona tannery	June.----1853	300,000	3,000	100	300,000	All
Cotton picking and cleaning	June.----1853	300,000	3,000	100	300,000	All
Cotton picking and cleaning	September..1853	300,000	3,000	100	300,000	All
Cotton spinning and weaving	February	500,000	5,000	100	375,000	75 per ct.
Iron foundery	November..1853	400,000	4,000	100	400.000	All
Gas-light company	May ----1856	300,000	3,000	100	75,000	25 per ct.
Porcelain and china	November..1854	200,000	2,000	100	90,000	45 per ct.
Spinning and white cotton	March ---- 1855	300,000	3,000	100	300,000	All
augmentation of capital	June.----1857	150,000	1,500	100	75,000	50 per ct.
Iron foundery	April -----1855	103,000	1,030	100	103,000	All
Carding machine manufactory	May ----1855	200,000	2,000	100	104,000	52 per ct.
Machine shop	May ----1856	1,000,000	5,000	200	950,000	95 per ct.
Iron foundery	April -----1857	400,000	4,000	100	400,000	All
Tannery Castalena	May ----1857	300,000	3,000	100	180,000	60 per ct.
Barcelona flour mills	June.----1857	300,000	3,000	100	270,000	90 per ct.
Stock brokerage association	September. 1857	600,000	6,000	100	120,000	20 per ct.
		9,643,000	87,060		8,332,000	

Marine insurance companies.

Name of companies.	Charter granted.	Capital.	No. of shares.	Par value.	Amount of capital paid up.	
La Barcelonesa	----1838	$600,000	600	$1,000	$108,000	18 per ct.
La Catalana General	February ..1846	2,000,000	8,000	250	222,000	12 per ct.
La Tiberica	February ..1846	2,000,000	8,000	250	200,000	10 per ct.
El Lloyd Barcelones	December ..1855	1,000,000	2,000	500	60,000	6 per ct.
La Asseguradora	June.----1856	2,000,000	10,000	200	160,000	8 per ct.
El Cabotaje	November..1856	1,000,000	4,000	200	60,000	6 per ct.
La Naviera Catalana	June.----1857	1,500,000	6,000	200	150,000	10 per ct.
El Ancora	June.----1857	1,000,000	2,000	500	100,000	10 per ct.
El Lloyd Catalan	June.----1857	1,000,000	2,000	500	100,000	10 per ct.
La Salsadora	September..1857	1,000,000	6,000	250	150,000	10 per ct.
		13,100,000	48,600		1,310,000	

Ocean steam navigation companies.

Company.	Charter granted.	Capital.	No. of shares.	Par value.	Amount of capital paid up.	
Navegation e Industria	May ----1841	$500,000	2,000	250	$500,000	All
Hispana Inglesa	November. 1852	400,000	1,194	335	400,000	All
Boffill Martorell y Ca	April.----1852	240,000	480	500	240,000	All
Do. augmentation of capital	August.---1856	360,000	720	500	288,000	80 per ct.
		1,500,000	4,394		1,428,000	

Banks of discount and deposit.

Name of banks.	Charter granted.	Capital.	No. of shares.	Par value.	Amount of capital paid up.	
Banco de Barcelona	May 1844	$2,000,000	20,000	$100	$1,000,000	50 pr. ct.
Caja Barcelonesa	May 1855	1,000,000	5,000	200	200,000	20 pr.ct.
Catalana General	February ..1856	6,000,000	30,000	100	2,400,000	80 pr. ct.
Credito Mosilario Barcelos	August....1856	3,000,000	30,000	100	1,200,000	40 pr. ct.
Gruein Commercial	September .1856	3,000,000	15,000	200	900,000	30 pr. ct.
Caja Industrial y Mercl	November.1856	3,000,000	15,000	200	600,000	20 pr. ct.
		18,000,000	115,000		6,300,000	

Railways.

Company.	Charter granted.	Capital.	No. of shares.	Par value.	Amount of capital paid up.	
Eastern Barcla. a Arenys	August....1843	$1,300,000	13,000	100	$1,300,000	All.
Do. Arenis Junction	August....1857	800,000	8,000	100	800,000	All.
Do. Junction a Gerona	August....1857	300,000	3,000	100	300,000	All.
Northern Bara. a Granollers	July 1851	1,200,000	12,000	100	1,200,000	All.
Do. Granollas a Gerona	July 1857	2,000,000	20,000	100	1,800,000	90 pr. ct.
Barcelona a Zaragoza	November.1852	8,000,000	80,000	100	8,000,000	All.
Central Matorell	February ..1853	1,855,000	18,500	100	1,665,000	90 pr. ct.
Do. Tarragona a Matorell	July 1861	4,005,261	11,950	200	478,000	20 pr. ct.
Barcelona a Sarria	February..1859	600,000	6,000	100	480,000	80 pr. ct.
		20,060,261	172,450		16,023,000	

Eastern railway.—The Eastern railway is the shore line from Barcelona to Mataro Tarrasa and Matorell, where it joins with the Northern railway and continues to Gerona; the line is open only as far as Matorell, although it is entirely finished as far as Gerona, and will undoubtedly be open to the public in the spring of 1862.

From Gerona the road will continue as far as La Zunguera, which is on the boundary line between France and Spain, and will there connect with the line from Perpignan, which is at present being constructed by a French corporation.

The receipts of the Eastern railway up to the present time have been moderate, as is evident from the small demand for the shares at the Bourse of Barcelona, which are selling at 94½. As soon as the entire road is open from Barcelona to Perpignan there will, of course, be increase in the receipts of the line, and also in its utility to commerce and travellers. At the present moment the entire freight between Marseilles and Barcelona passes by sea, and also the greater proportion of passengers, but it is expected that the proportion will be changed in favor of the land route as soon as the line is completed.

Northern railway.—The Northern railway extends from Barcelona to Granollers, and from Granollers to Matorell, where it joins with the Eastern railway, and continues to Gerona, as above mentioned. The Northern railway is the original line intended to connect Barcelona and Gerona with France; the eastern was commenced to compete with the northern, but the two lines have at present amalgamated and form but one company.

The Barcelona and Zaragoza railway.—This line extends from Barcelona to Cervera, Lerida, and Zaragoza, and is now open the whole distance. From Madrid a line is being constructed to extend as far as Zaragoza, and there connect with the Barcelona and Zaragoza railway; this will give direct communication by rail between Barcelona, Madrid, and the western coast of Spain, and will add immensely to the commercial importance of Barcelona.

Central railway.—The Central railway is intended to connect Barcelona, Tarragona, and Valencia, but it is only finished as far as Matorell. From Matorell to Tarragona the work is progressing rapidly, but it will be at least five years before the entire line is finished as far as Valencia. As most of the cotton manufactories are situated between Barcelona and Tarragona, this line will greatly facilitate the means of obtaining the cotton from this port.

Barcelona and Sarria.—This line is not of much importance, as it is very short, and there is no prospect of its being continued further than Sarria.

Price current of imports from the United States.

Articles.	Price in rials.	Observations.
Cotton, Orleans	590	The quintal.....Duty paid.
Staves	2,800	The thousand of 1,200.....do....
Tar	120	The barrel.....do....
Pitch	32	The quintal.....do....
Rosin	32	.....do.....do....
Turpentine	195	.....do.....do....
Logwood	30	.....do.....do....
Lumber timber	------	----------
Hides	423	The quintal.....do....
Alcohol	180	.....do.....do....
Coal	12	.....do.....do....
Coke	9	.....do.....do....

SPANISH QUARANTINE LAWS.

Charges of entry.

Vessels in the coasting trade exceeding twenty tons must pay for outward and return passage one-quarter of a rial per ton. Vessels proceeding from the Mediterranean ports and other ports of Europe, including the coasts of Africa as far as the parallel of the Canaries, must pay for outward and return passage one-half of a rial per ton. Vessels proceeding from other ports must pay one rial per ton for each voyage.

Quarantine charges.

Vessels of all classes must pay one-quarter of a rial per ton every day they remain in quarantine, as well in the infected quarantine stations as in those of inspection. Every person must pay as charges for staying in the quarantine establishment four rials per day. Articles to be disinfected pay the same amount. The linen and personal effects of the crew, five rials each. The linen and personal effects of every passenger, ten rials each passenger. Hides and fine skins, six rials per 100. Skins of all goats, sheep, lambs, and other small animals, two rials per 100. Feathers, goat's hair, down, wool, rags, cotton, flax, and hemp, one rial per quintal. Living animals, such as horses, mules, &c., eight rials each; small animals, four rials each.

Charges of manifests.

Vessels can be cleared with requisite forms free of charge.

Notices.

Vessels in quarantine must bear all charges separately which are occasioned by the discharge of the cargo, storage, and disinfection. In like manner must be paid separately all expenses occasioned by the application of the hygiene remedies which must be used on the departure or arrival of vessels, according as the regulations and the condition of the vessel require. All possible facilities will be afforded for these operations, and no expenses will be incurred without the knowledge of the captain, master, or consignee. Persons subjected to

quarantine must pay all expenses attendant upon it, it being understood that the four rials a day demanded from each person are nothing but a tax for residence.

INFORMATION CONCERNING THE PORT OF BARCELONA.

The depth of the water at the entry of the port of Barcelona, between the eastern breakwater and the bar or bank, is 23 feet. In the interior of the port the depth is from 16½ to 23 feet. Three steam dredging-machines are at present at work in the harbor, with the object of deepening the interior of the harbor to 33 feet, the depth stipulated by government in the contract for this purpose. At the present moment two breakwaters are being constructed, in order to render the entrance of the harbor smaller, and in this way to prevent the rolling in of the waves during the dangerous storms to which the Mediterranean is subject. According to the present arrangement of the wharfs, there is accommodation for about 600 vessels, between large and small.

Custom-house duties on articles imported from the United States.

Articles.	Foreign flag.	Spanish flag.	Observations.
	Rials.	*Rials.*	
Cotton	37	15.90	Per quintal
Tar	13.50	5.50	do
Pitch	14.50	6.50	do
Rosin			do
Turpentine	21.20	15.90	do
Logwood	1.70	1.25	do
Lumber timber			do
Staves	53	26.50	Per thousand
Hides	37.25	14.50	Per quintal
Alcohol	10.60	8.05	do
Coal and coke	2.10	1.60	do

List of articles exported from Barcelona to the United States from the 1st of December, 1860, to the 30th of December, 1861.

Articles.	Quantity.	Weights and measures.	Value in rials.
Olive oil	1,145	Arrobas	59,880
Brandy, (common)	1,364	do	54,660
Almonds	1,796	do	133,780
Saffron	162	Pounds	32,400
Cummin	600	do	18,000
Bottle corks	3,322	Thousands	64,440
Chick peas	21	Fanegas	1,260
Soap	2,880	Arrobas	86,400
Books	13	do	3,900
Liquors	33	do	1,650
White paper	800	Reams	32,000
Bologna sausages	300	Pounds	1,800
Cigarette paper	400	Reams	10,000
Pepper corns	340	Arrobas	6,840
Licorice	13	Quintals	520
Wine	5,817	Arrobas	116,540

NOTE.—Arroba, (liquid,) 32 pints. Arroba, (solid,) 25 pounds. Fanega = bushel. Quintal = 100 weight.

GENERAL INFORMATION UPON COTTON MANUFACTURES IN CATALONIA.

In this branch of industry are comprehended the following and usual divisions:

Cotton spinning, cotton weaving, cotton mixed goods, cotton prints and print works, cotton bleach print works, cotton cleaning and cording works, cotton Turkey red and dye works.

The total number of establishments included in the above branches is estimated at about 3,600, but many of them are small and of little importance. The number of operatives employed directly in the above industries is about 125,000. The spinning, weaving, and print works are, of course, the most important. The following is as near as possible their respective positions:

Spinning.

Number of spindles:	
Yarns	981,541
Twists	93,873
Total number of spindles	1,075,414
Annual production:	
	Castilian pounds.
Yarn	27,760,882
Twist	4,007,382
The maximum of what they could produce:	
Yarn	38,845,628
Twist	4,602,295

Weaving.

Number of looms:	
Simple	20,000
Compound	6,000
Jacquard	2,600
Mechanical	9,000
	37,600
Annual production in faras	120,000,000
Maximum of possible production	152,000,000

Prints.

The number of printing tables in 1850 was about 890; now there are very few in work, having been replaced by printing machines.

Machines called perrotins, of three, four, or more colors, 37.

Cylinder machines, from one to forty colors, 52.

Annual production of printed cotton in faras	36,000,000
Maximum of possible production in faras	50,000,000

Motive power applied to manufacturing.

Number of steam engines	206	
Horse power of ditto		6,017
Number of water powers	91	
Horse power of ditto		2,588
	297	8,605

The raw material imported from abroad for Catalonia manufacture, according to the investigation of the special commission created by royal order of July 12, 1840, is as follows:

Number of arrobas	1,327,373⅓
Value of same in picals	64,502,626

The raw material of the country consumed in the Catalan manufactories in the same year is—

Number of arrobas	5,165,450
Value of same in rials	37,641,030

According to the statistics of the same year, the capital employed in this industry amounted to—

	Rials.
Buildings	113,991,499
Machinery	72,170,569
Floating capital	134,827,710
	320,989,778
Capital represented by manufactories, and works depending on them, at the above date	93,093,330
Amount brought forward	320,989,778
Sum total of capital	414,083,108

In 1847 the "Junta," or congress, in reply to an inquiry of the minister of the interior and commerce, according to a royal decree of the 4th March, of the same year, stated the capital employed in these manufactories to be 800,000,000 rials.

The following statement of cotton entered in the port of Barcelona from 1854 to 1860, inclusive, is a fact which ought not to be lost sight of, because it serves as a basis to calculate the progress of the Catalonian cotton factories, since the general investigation of the special commission above mentioned:

Year.	Castilian pounds.	Year.	Castilian pounds.
1834	7, 426, 155	1848	16, 311, 500
1835	6, 331, 092	1849	30, 833, 287
1836	8, 003, 423	1850	34, 783, 328
1837	9, 437, 968	1851	35, 270, 399
1838	11, 256, 823	1852	36, 339, 829
1839	8, 130, 550	1853	34, 366, 317
1840	18, 232, 188	1854	33, 267, 048
1841	18, 367, 560	1855	39, 308, 224
1842	10, 723, 868	1856	36, 980, 614
1843	5, 808, 313	1857	27, 633, 875
1844	15, 387, 353	1858	25, 773, 200
1845	37, 613, 098	1859	27, 591, 400
1846	14, 213, 300	1860	46, 069, 600
1847	15, 462, 300		

Calculating from 1850 the yearly wages of the workmen in the cotton manufactories amounts to the following sums:

	Rials.
Spinners	28,607,874
Weavers	77,368,784
Printers	7,899,700
Total	113,876,358

Observations.

Besides the branches of spinning, weaving, and printing, there must be taken into consideration other branches of industry, dependent upon cotton manufactories, such as bleach fields and dye works; there are no recent data existing upon these auxiliary branches, but in 1841 an official investigation was made and they were reported to represent a capital of 22,864,459 rials and to employ 3,000 hands. Neither are there data in regard to the smaller industries, such as the manufacture of stockings, trimmings, fringes, sashes, ribbons, and many other articles in which cotton is employed. Without having at present satisfactory data to rely upon, and speaking only from a moderate calculation, the increase in the cotton industry of Catalonia in four years, that is, until the middle of 1854, may be estimated at from 20 to 25 per cent.

TOBACCO.

According to the data taken from the year 1860, has been entered into the port of Barcelona during the year, subject to duties, the following quantities and varieties of tobacco:

	Castilian pounds
Snuff, (rapee)	274
Cigars in bundles	2,524
Cigars in boxes	31,053
Paper cigarettes	2,379
Crushed tobacco, (picadura)	1,272
	37,502

In Barcelona, and its suburbs, have been consumed, in the year 1860, 432,491 pounds of tobacco, from which the government department manufactured 602,000 cigars, covered with leaves of Havana tobacco, and 1,534,000 packets of paper cigarettes, bringing in 11,144,000 rials.

In the whole province of Barcelona have been consumed 690,884 pounds of cigars and tobacco of the peninsula, 1,679,000 Havana cigars, and 1,945,474 packets of cigarettes, bringing in 16,449,000 rials. NOTE.—I have been unable to obtain information in regard to the entire consumption of tobacco in Catalonia, as the accounts of each province are kept separately; but I can only state that the revenue from tobacco in the provinces of Lerida, Gerona, and Tarragona is very small.

POPULATION.

The statistics in regard to the area, population, &c., of Catalonia will be found perfectly correct, as they have been obtained from an official source.

JOINT STOCK MANUFACTURING COMPANIES IN THE CITY OF BARCELONA.

This is a complete list of said companies, and, as will be seen, they consist chiefly of cotton works. The iron founderies and machine shops are also large and important works, representing a large amount of capital and give employment to many people.

MARINE INSURANCE COMPANIES.

These companies, although they have a nominal capital of 13,100,000 rials, ($655,000,) it will be seen that the amount of capital paid up is only 1,308,000 rials, ($65,406.) Their principal business is the insurance on small coasting vessels.

BANKS OF DISCOUNT AND DEPOSIT.

The banks of Barcelona have a good reputation, and are undoubtedly safe and useful companies. At the present moment Spain is flooded with spurious coins, and as the old circulation

is still much in circulation, and of doubtful value, bank notes are rapidly replacing the specie circulation.

OCEAN STEAM NAVIGATION COMPANIES.

The Navigacion y Industria is the line of steamers entirely engaged in the coasting trade. The Hispano-Inglesa is the line between Barcelona and Liverpool, touching at the different ports. along the coast of Spain. Boffill, Martorell & Co. is the trans-Atlantic line of steamers carrying her Majesty's mail between Spain and the island of Cuba.

SPANISH WEIGHTS AND MEASURES OCCURRING IN THIS REPORT.

Hectarea	2,147 acres.
Quintal	112 pounds.
Arroba	28 pounds.
Castillian pound	12 ounces.
Fanega	1 bushel.
Fara	1 yard.

Number of vessels entered and cleared in the port of Barcelona from October 1, 1860, *to September* 30, 1861.

	Spanish, in ballast.		Spanish, with cargoes.		Foreign, in ballast.		Foreign, in cargoes.	
	Vessels.	*Tons.*	*Vessels.*	*Tons.*	*Vessels.*	*Tons.*	*Vessels.*	*Tons.*
Entered	235	27,116	5,999	373,050	19	2,653	704	160,184
Cleared	3,167	118,326	2,939	326,238	584	124,561	152	20,295

PORT CHARGES.

Anchorage	1 rial per ton.
Loading or discharging	$\frac{3}{16}$ rial per quintal.
Light-house tax	$\frac{1}{2}$ rial per ton.

HAVANA.—R. W. SHUFELDT, *Consul General.*

JUNE 16, 1861.

* * All import duties upon common ship's bread are taken off for the term of fourteen months from the date of the publication of the royal decree (June 15, 1861,) in Havana.

The same decree also reduces to one-half, during the same term, the import duties upon corn and corn meal and potatoes.

The duty, by the tariff, upon corn is 35½ per cent. upon the valuation of $4 per barrel of 200 Spanish pounds, when from foreign ports in foreign bottoms; upon potatoes, from foreign ports in foreign vessels, 29½ per cent. upon the valuation of $2 50 per barrel.

MATANZAS.—HUGH MARTIN, Jr., *Consul.*

APRIL 20, 1861.

The exports of sugar from this port for the past quarter has been as follows:

	1861—boxes.	1860—boxes.
To Europe	38,255	30,981
United States	6,714	7,148
Total	44,969	38,129

Muscovado sugar :

	1861—hhds.	1860—hhds.
To Europe	2,958	542
United States	13,204	12,226
British provinces	99	20
Total	16,261	12,768

Molasses :

To Europe	13,392	5,252
United States	17,640	23,811
British provinces	1,115	1,149
Total	32,147	30,212

ST. JAGO DE CUBA.—STEPHEN COCHRAN, *Consul.*

JANUARY 12, 1861.

* * I have the honor herewith to transmit to the Department of State the arrivals and departures of American vessels at the port of Manzanillo during the year 1859, and likewise for nine months in 1860.

I find that the number of American vessels arrived at the port of Baracoa in 1859 was twenty-six, and the amount of their tonnage was 6,230 tons. * * *

The number of American vessels arrived at the port of Santa Cruz in 1859 was six, and the amount of their tonnage was 1,654 tons. * * *

At the port of Gibara arrived eight vessels for nine months in 1859, and the amount of their tonnage was 2,201 tons. * * *

SEPTEMBER 30, 1861.

In accordance with the directions contained in the 153d and 154th sections of the General Instructions to Consular Officers, I have the honor to communicate the following report:

COMMERCE, CUSTOM-HOUSE DUTIES ON IMPORTATIONS, &C.

The commerce of this port and district with foreign nations continues under the same system of protective high tariff, which, in some cases, becomes prohibitory from its excessive restrictions.

Among articles whose importation is wholly or partially prohibited are sugar of all sorts, leaf tobacco, coffee from other than Spanish countries, and generally all articles considered of the same kind as the produce of this island.

The number of American vessels entered at this port from the last day of September, 1860, to the last day of September, 1861, was seventy, with an aggregate burden of 16,734 tons; the number of English vessels was seventy-five, with an aggregate burden of 17,656 tons; Spanish vessels ninety-two, with an aggregate burden of 18,979 tons; French vessels twenty, with an aggregate burden of 5,700 tons; Bremen vessels nine, with an aggregate burden of 2,998 tons; Holland vessels four, with an aggregate burden of 1,345 tons; and one Haytien, of 198 tons.

I have the honor to inform you that the exportation of copper ore from the mines of Cobre, twelve miles from this city, was about 13,000 tons. All this copper ore went to Swansea, in Wales, in British vessels.

Agriculture.—The staples of agriculture in this district are sugar, coffee, and tobacco, and their cultivation has improved by the intelligence of some planters.

The last crop in the neighborhood of this city was about 39,700,000 pounds of sugar, about 5,800,000 pounds of coffee, and about 900,000 pounds of leaf tobacco, with 2,800,000 pounds of cigars, 9,000 pipes of rum, 350 hogsheads of molasses, 8,040 gallons of honey, 1,708 hides, 900,700 pounds of cocoa, and 75,000 pounds of wax.

From the other ports within my consular district, I have the honor to inform the Department of State as follows :

Manzanillo.—In that port the number of American vessels entered from the last day of September, 1860, to the last of September, 1861, was about thirty-four, with an aggregate burden of 7,893 tons. The chief articles of exportation are mahogany, tobacco, granadillo, cedar, sugar, and molasses.

Baracoa.—The number of American vessels entered at that port from September 30, 1860, to September 30, 1861, was about twenty-six, with an aggregate burden of 3,143 tons. The articles of exportation are cocoa-nuts, plantains, bananas, and oranges, with some tobacco and a small quantity of coffee.

Santa Cruz.—The number of American vessels entered at that port from September 30, 1860, to September 30, 1861, was about fifteen, with an aggregate burden of 3,060 tons. The articles of exportation are sugar, timber, and some leaf tobacco.

Cumberland Harbor.—The number of American vessels entered at that port from September 30, 1860, to September 30, 1861, was about nineteen, with an aggregate burden of 6,000 tons. The articles of exportation are sugar, coffee, and some mahogany.

Further than the above information, I have nothing important or interesting to communicate to the Department of State up to the present time.

CIENFUEGOS.—W. W. CROSS, *United States Consular Agent.*

Statement of the products, number of sugar estates, land under cultivation, of the jurisdiction of Cienfuegos.

District.	Sugar estates.	Motive power.		Land under cultivation.		Products.			
						1859.		1860.	
		Steam.	Animal.	Caballerias of cane.*	Other purpose.	Boxes clayed sugar.	Hogsheads Muscovado.	Boxes clayed sugar.	Hogsheads Muscovado.
Camarones	23	8	15	326	578	800	13,637	900	13,539
Cartagena	16	7	9	189	480	----------	6,119	----------	8,103
Cumanagagua	11	7	4	217	564	----------	7,261	----------	10,033
Padre Las Casas	15	11	4	269	529	4,287	11,084	4,500	11,358
Sta. Ysabel de las Lajas	17	6	11	214	502	----------	11,180	----------	10,811
Yaguaramas	12	9	3	188	431	----------	7,688	----------	8,357
Total	94	48	46	1,403	3,084	5,087	56,969	5,400	62,201

* A caballeria of land is equal to $33\frac{1}{3}$ acres.

REMARKS.—The statement of the crop of 1861 is not yet made up.

CIENFUEGOS—Continued.

Vessels of all nations arrived at Cienfuegos from January 1, 1861, to September 28, 1861.

Months.	Number of vessels.	American.	Other nations.	Remarks.
January	42	16	26	Owing to the difficulty in obtaining correct information the amount of foreign tonnage is not given.
February	63	32	31	
March	56	33	23	
April	48	32	16	
May	25	14	11	
June	31	15	16	
July	18	6	12	
August	15	5	10	
September	5	2	3	
Total	303	155	148	

Rates of transportation of the Cienfuegos and Villa Clara Railroad Company.

Names of depots.	Distance, miles.	Sugar.		Clayed sugar, boxes.	Hogshead, molasses.	Remarks.
		Hogsheads of 36-inch diameter.	Hogsheads of 38-inch diameter.			
From Villa Clara to Cienfuegos	42½	$5 81	$6 65	$1 75	$4 55	Length of road, 42½ miles.
From Esperanza to Cienfuegos	30	4 66	5 15	1 35	3 35	Cost per mile, $28,376 21½.
From Ranchuclo to Cienfuegos	24	3 80	4 20	1 10	2 75	Total cost, $1,205,987.
From Las Cruces to Cienfuegos	18	2 80	3 20	90	2 50	
From Palmira to Cienfuegos	9	1 15	1 50	37½	1 25	

Exports from Cienfuegos from January 1, 1861, to September 21, 1861.

Ports.	Sugar.				Molasses.			Concentrated.	
	Hogsheads.	Tierces.	Barrels.	Boxes.	Hogsheads.	Tierces.	Barrels.	Hogsheads.	Tierces.
Harbor Grace, Newfoundland					214	42	47		
St. John's, Newfoundland					413	41	23		
Halifax, Nova Scotia	751	184	156		8,818	878	485		
St. John's, Newfoundland					590	41			
Portland, Maine					778	89	75		
Boston, Massachusetts	8,864	852	33		5,218	554	432		
New York, New York	22,171	2,389	605		2,770	155	75		
Philadelphia, Pennsylvania	9,953	1,138	134		325				
Baltimore, Maryland	1,309	138	2		375	42	39		
Cork, Ireland	443	105			321	29	16		
Liverpool, England					810	94	6		
Falmouth, England	2,463	377	102		2,167	247	106	690	
London, England	1,420	178			30			437	54
Barcelona, Spain				96					
Total	47,374	5,361	1,032	96	22,829	2,212	1,304	1,127	54

TRINIDAD DE CUBA.—WM. H. RUSSELL, *Consul.*

SEPTEMBER 30, 1861.

* * I herewith, as far as I have been enabled to obtain information upon the several branches or subjects required of me, submit the same for your consideration.

You will perceive that I confine my remarks almost exclusively to the district of country embraced within my consulate, and with as much brevity as possible, as the advantages enjoyed by the consul general, situated as he is at Havana—the metropolis, in all things, of the island—will enable him, with much ease, to forward more extended and, consequently, more satisfactory statistical information than I can by any means hope to do.

1. The chief agricultural products of the island, as you are already aware, exported from this consulate are sugar, molasses, rum, coffee, honey, wax, cigars, tobacco, and hides; to which may be added mahogany and cedar lumber in considerable amounts, the production of a jurisdiction known as Santi Espiritus. The probable total amount of annual export from this consulate at this time is $4,500,000, including Trinidad, Cienfuegos, and Jaza.

2. There is no direct communication by steam at this time between any part of this consulate and the United States, although we have coasting steamers that connect with a railway from Batabario to Havana.

3. The Spanish silver coin taken here is a coin called peseta, or pistareen, of 20 cents value now, but formerly 25 cents—depreciated by a royal decree.

4. There is no depreciation in the value of silver coin of the United States; the half dollar, dime, and half dime passing as currently here as with us.

5. We have no banks in this consulate, but they have several in Havana—among them the Banco Español, or Spanish bank. But we have none of their paper in circulation here, and I am not informed as to the character or extent of their business.

6. The exchange in Trinidad is governed almost exclusively by the Havana market, the only variation being a charge for commission, and those rates can be better furnished by the consul general at Havana.

7. The most common transactions in mercantile business here with the planters in the interior is, I understand, a credit given of one year; and if not then settled up promptly, interest at the rate of 12 per cent. per annum is charged.

8. There is no broker in this city, and the discount for cash varies from one to four per cent. per month.

9. The usual commission on export is two and a half per cent, and on import five per cent.

10. Freight from the river Manati to Carilda, the seaport for Trinidad—a distance of about fifteen miles—is one dollar and seventy-five cents for a hogshead of sugar or molasses, and so in proportion for other freight; the merchants paying one half and the planters the other half.

Very recent location here must be my apology for the limited information contained in this report; but I have, nevertheless, I think, substantially given to you the principal facts; and such as they are, they may be considered of unquestionable authority.

SAN JUAN, PORTO RICO.—C. DE RONCERAY, *Consul.*

JANUARY 1, 1861.

We have dates from the United States to the 11th December last, and the political and monetary crisis there has seriously affected the business of this island. There is no demand whatever for sugars, and for the small quantity required to load one or two vessels the planters refuse the low rate of three and a half cents offered, and few or none are now grinding, waiting for more cheering news.

It has been well said that Spain, the mother country, might sink to the bottom of the sea without its affecting the prosperity or business interests of this island; but the large trade which has grown up between the United States and the West Indies disturbs from centre to circumference, in a crisis like the present, all relations of a commercial character pending with these islands.

Arrivals at and departures of vessels from San Juan for the quarter ending March 31, 1861.

Countries.	Number.	Tons burden.	Value of cargo.	
			Inward.	Outward.
Spanish	131	15,140	$724,050	$362,000
English	27	2,009	64,500	74,500
American	13	2,193	53,626	56,009
French	1	345	----------	50,000
Bremen	1	183	8,000	12,520
Portuguese	1	180	15,000	5,000
	174	20,050	865,176	560,029

PONCE, PORTO RICO.—J. C. GALLAHER, *Consul.*

NOVEMBER 19, 1861.

* * * This island has an excellent harbor, with deep water up to the wharves of the town, and, from its central position, being situated at the north of the lesser Antilles and to the windward of the greater, would make a most important naval station.

A bluff which rises immediately from the north side of the harbor offers a situation for fortifications, which could be so made as to render the island impregnable. When I was last there—which is now several years past—there existed a fort on the aforesaid bluff, and also one on the opposite mouth of the harbor.

The harbor being land-locked, the only wind to be dreaded is that from the southwest, which, in violent storms and hurricanes, has caused great destruction to vessels in that harbor. A breakwater, abundance of stones for making which exist in the island, would make the harbor one of the best in the West Indies.

During the American war of 1812–'15 St. Barts was the great entrepot for American provisions, from whence they were despatched to the English islands by small coasting vessels. Since that time the town has fallen into decay, and its commerce now is comparatively nothing.

PORTUGUESE DOMINIONS.

FAYAL.—C. W. DABNEY, *Consul.*

DECEMBER 31, 1860.

Statement of the imports and exports at the island of Fayal during the quarter ending December 31, 1860.

IMPORTS.

Countries from whence imported.	Nature of imports.	Value in reis.
United States	Lumber, flour, domestics, cordage, codfish, &c	7,911.250
Great Britain	Coal, dry goods, sugar, tea, soap, iron, &c	26,858.600
Lisbon and islands	Tobacco, limestone, groceries, wine, oil, &c	17,944.860
Total imports		52,714.710

EXPORTS.

Countries to which exported.	Nature of exports.	Value in reis.
United States	Fruit, straw hats, baskets, hose, &c	1,241.230
Great Britain	Fruit, sperm oil, produce of island fishery	40,320.800
Lisbon and islands	Butter, hides, cheese, spices, &c	16,061.220
Total exports		57,623.250

JUNE 30, 1851.

Statement of the imports and exports at the island of Fayal during the quarter ending June 30, 1861.

IMPORTS.

Countries from whence imported.	Nature of imports.	Value in reis.
United States	Lumber, sugar, coffee, domestics, rum, vinegar, &c	$20,242 02
Great Britain	Coal, iron hoops, sugar, iron, &c	2,316 80
Lisbon and islands		33,567 46
Total imports		56,126 28

EXPORTS.

Countries to which exported.	Nature of exports.	Value in reis.
United States	Straw hats, baskets, and hose	$2,690 43
Great Britain	Sperm and whale oil	2,800 00
Lisbon and islands	Wheat, corn, butter, hides, &c	22,887 48
Total exports		28,377 91

SEPTEMBER 30, 1861.

Statement of imports and exports at the island of Fayal during the quarter ending September 30, 1861.

IMPORTS.

Countries from whence imported.	Nature of imports.	Value in reis.
United States	Lumber, domestics, salt provisions, &c	6,015.170
Bristol, England	Coal, hoop iron, and sundries	847.800
Rio de Janeiro	Coffee and rum	1,800.000
Newfoundland	Codfish	7,168.000
Lisbon and islands	Tobacco, oil, soap, candles, dry goods, furniture, potatoes, wine, salt, rum, &c	29,484.600
Total imports		45,315.570

EXPORTS.

Countries to which exported.	Nature of exports.	Value in reis.
United States	Blankets, hose, and fancy work	197.180
London	Sperm and right whale oil, bone, onions, &c	6,791.400
Newfoundland	Specie and onions	4,740.000
Lisbon and islands	Butter, cheese, hides, &c	18,272.460
Total exports		30,001.040

OCTOBER 6, 1861.

* * * I have nothing worthy of your attention to communicate within this district. The grain crops have been fair. There has been some slight improvement in the wines, though the quantity of wine made this season is scarcely worthy of mention.

MADEIRA.—ROBERT BARGMAN, *Vice-consul.*

MARCH 31, 1861.

Accompanying this letter I have the honor to transmit to you the returns of the American vessels that have arrived at and sailed from this port from the 1st April, 1860, to the 30th March, 1861.

For the quarters ending 30th June and 31st March there are no returns, no American vessels having arrived here during those periods.

NETHERLANDS.

ST. MARTIN.—CHARLES REY, *Consul.*

JUNE 12, 1861.

I have the honor to acknowledge the receipt of despatch dated April 11, together with the communication of the honorable the Secretary of the Treasury dated April 10.

Few debenture certificates have been lately signed by me. These have been generally for refined sugar, and for small quantities of wine and brandy for the consumption of the island. I shall, notwithstanding, be vigilant in the execution of my duty.

Hitherto there has been a good deal of intercourse between the French islands of Guade-

loupe and Martinique and New Orleans. Should any attempts be made towards the introduction of bonded merchandise into the latter, it will be more certainly made through these French islands and St. Thomas.

The merchants here have the privilege of importing merchandise, placing it in the government store, and reporting when and where they please, with no other expense than a small fee to the officer. Merchandise may be landed here, submitted to the inspection of the consul, who, I presume, will then have to give the necessary certificate, and it may be afterwards exported.

BELGIUM.

ANTWERP.—A. W. CRAWFORD, *Consul.*

OCTOBER 30, 1861.

It will be naturally supposed that a month's residence would not give one a very deep insight into the commercial affairs of a busy port like that of Antwerp, or the commercial relations existing between a busy kingdom like Belgium and our own country; but I have the honor to communicate that, at the time of my entering upon the duties as consul here, I found seventeen American ships in this port, of the average size of seven hundred tons; that those ships arrived here from Callao with guano, from Montevideo with hides, from the East Indies with rice, from Sweden with lumber, and from New York with grain; that, during the month which has passed, the number has been increased by fourteen arrivals and diminished by ten departures, the average measurement remaining about the same. The noticeable features of the month's commerce are, that eight of the fourteen arrivals have been from New York, fully laden with wheat, rye, barley, and flour; that nearly all of the departures have been in ballast, and that the departing ships seem to have no definite objects in view to hurry their movements. These last characteristics are undoubtedly owing to the disturbed condition of our country, which stops that current of manufactured goods which heretofore flowed from this port westward. A heavy article of freight, whose movement should not require a risk of capital or depend upon the fluctuations of money markets, seems at this moment extremely desirable. Whether or not *Belgium paving stones* may prove to be such heavy, cheap article with which I am acquainted in America, the wages of laborers are much less here than there, and returning vessels would now take large quantities to New York without any cost of transportation. *Coarse bricks*, too, such as cost here about $1 50 per thousand, might prove more profitable ballast to shipping than sand or earth at a dollar a ton, which is to become another tax upon its arrival at New York. Perhaps the question of a profit would turn on the decision whether those articles would be a subject to an importation tax or not. The flow of human food from our western prairies to the densely-populated parts of Belgium seems a natural return for the great family of Belgio-Americans to make to the home of their birth, and it would seem proper for our government to do what it may to render that flow continuous and increasing. These narrow lands that are tilled with the spade and harvested with the sickle can no longer compete with those broad plains where ponderous steam-ploughs turn unbroken furrows of miles in length, and where immense steam-reapers pour the ripe grain into sacks for the market the same instant that the straw is cut from the stubble—can no longer compete with those broad prairies in the growing of cereals; and if the slight hint that Europe is just now receiving that "corn is king" might be quickly strengthened to a powerful assurance, that assurance might go far towards soothing the irritation consequent upon the interruption of the movements of another staple heretofore deemed omnipotent.

I deem it a part of my duty to intimate that some of the numerous oil springs of the Alleghany and Kanawha valleys might profitably let their lights shine in this direction. The distillation of coal oil has but recently been carried on in Belgium. Nor is the Belgium coal largely imbued with gas; consequently, linseed oil is as yet the chief illumination.

It is, perhaps, proper for me to call the attention of your department to the fact that but few of the exports for our country pass within the line of my observation, there having been but eleven invoices passed under the certifying seal of this consulate during the month that I am describing, and the books of the consulate show even that to have been an extraordinary number. It is well known that a large percentage of the fine laces and embroideries that are consumed in our country are produced in this vicinity, and would ultimately leave this port for New York, either direct or by way of Havre or Liverpool; yet I find but three invoices of laces recorded here during the last three years.

DANISH DOMINIONS.

ELSINORE.—J. P. M. EPPING, *Consul.*

FEBRUARY 18, 1861.

I learn from reliable Swedish accounts that the government of Sweden ordered that the pilots stationed at Warberg, at the entrance of the Kattegat, on the Swedish side, and at Ystad, in the Baltic, are to report, for the benefit of the shipping passing the sound and Kattegat, the course as well as the force of the prevailing winds in the Kattegat as well as in the Baltic, twice a day, to the telegraph stations at those places, and that these reports are to be immediately telegraphed to Elsinore and Copenhagen, affording valuable information to masters of vessels who are about to sail out of the sound into the Kattegat or Baltic, and they can learn, therefore, at these places, at any time, what may be the prevailing winds and the weather in the same. Measures are also being taken to extend this system to the further coast of Norway, and it is to be hoped that the Danish government will make a similar arrangement soon to have the wind and weather reported also regularly from Skagen to Elsinore and Copenhagen.

FEBRUARY 27, 1861.

Your attention is called to the importance of the fisheries in the neighborhood and bays of the Faer Oer islands. The cod fisheries, affording annually about 1,000,000 pounds for export, are already well known, but the grinde* whale fishery is not, and I think it would be of interest to the American enterprising fishermen to be made acquainted with the following facts:

The grinde whale is of the dolphin species, and of about 20 feet in length. Each fish furnished, on an average, a barrel of oil, of the value of about 25 rix dollars, and also a large quantity of a very wholesome and nourishing meat, of about ten rix dollars value, and which is used fresh as well as in a salted state. From 1831 to 1860, inclusive, 37,669 of these fish were caught at Faer Oer, an average of 1,260 annually. During one year (1843) 3,143 of them were caught. This is, considering the primitive state of the implements employed by the people of these islands, a great many, and I have no doubt if some of our American fishermen were to undertake the business they would catch much greater numbers of them. The fish always come in shoals into the bays of the islands. There were caught from one shoal, on the 27th July, 1852, 852 within a very short space of time. The most fish are caught during the months of July and August, a good many also in September and October, but very few from November till May.

* This is the Danish name. I do not know how this fish is called in English.

MARCH 7, 1861.

I have the honor to transmit to you herewith a copy of a communication addressed by me to the Hon. James M. Buchanan, United States minister resident at Copenhagen, on the subject of the pilotage of the sound, and to which I beg leave to refer you.

It being of great importance to the large sized American ships, which frequent these waters, to find always competent and active pilots at this station, and the government of Denmark now proceeding to take thirteen of the most efficient men out of the service, I addressed myself, on account of the urgency of the matter, direct to Mr. Buchanan, and I hope that he will give the same prompt attention. Should the Danish government, however, persist in drafting the pilots here for military or naval service, then I would respectfully suggest to you, honored sir, to take the case into consideration and to cause an application on the part of our government to be made to the government of Denmark for the maintainment of the "present establishment of Danish pilots in these waters," and to oblige the same to fulfil the allegations entered into by the convention of April 11, 1857.

Mr. Epping to Mr. Buchanan, United States minister resident at Copenhagen.

CONSULATE OF THE UNITED STATES,
Elsinore, February 28, 1861.

The government of Denmark, having called into active service all those young men who are subject to serve in the army and navy of the country, on account of the threatening attitude of the German Confederation, it happens that thirteen of the royal Danish sound pilots also belong to this class of persons. The taking of thirteen of the most active and capable pilots out of this service, in which there are in all but forty-three employed, and among these are many old and infirm men, who are incapable of performing service during rough and stormy weather, or during fogs, or at night, on account of their feeble eyesight and other infirmities, is, in my opinion, very detrimental to commerce and to the shipping passing the sound. In fact not a man can be spared, and particularly to the larger size of the American ships which go in and out of the Baltic it is of great importance to have capable men ready at this station, on account of their great draught of water, it varying from 15 to 21 feet.

The Baltic trade has within the last years immensely increased. Ships not only have increased in size, but a much greater number passes through the sound now than formerly. It is estimated that between twenty-five thousand and twenty-six thousand vessels passed Elsinore during 1860; and now the Danish government, instead of increasing the pilot establishment here, takes the best and most active portion of them out of the service.

At times hundreds of vessels, bound through the sound, pass Elsinore in one day, and the great majority of the larger size of them take pilots here. It often happens that the pilots on duty are not near sufficient in number, and all kinds of men, boatmen, fishermen, invalids, are put upon vessels as pilots; and is it to be wondered that no more accidents happen than really is the case? This is only to be accounted for by the fact that these help-out pilots always have ships with real pilots ahead of them, and they have but to follow them. But how would an American ship of one thousand to twelve hundred tons, drawing eighteen or twenty feet of water, fare in following a vessel drawing only ten or twelve feet, in these shallow places in the sounds, where in the deepest part there is only twenty-two feet of water?

In view of these circumstances, I would beg to call your attention to the second article of the convention concluded at Washington between the government of the United States and his Majesty the King of Denmark, April 11, 1857, wherein it is agreed "*that the present establishment of Danish pilots in these waters shall be maintained.* His Danish Majesty also agrees to make such additions and improvements in regard to the lights, buoys, and pilot establishments in these waters as circumstances and the increasing trade of the Baltic may require."

The aforementioned thirteen pilots having been called upon to report themselves for duty in the navy on the 16th of March next, there will not be time for our government to take steps in the matter, as the first and most numerous American fleet always arrives here in the beginning of April; and, although I shall forthwith make a report to the Secretary of State at Washington on this subject, I would respectfully beg you to take into consideration whether it would not be best for the interest of the American shipping to address a representation or remonstrance to the government of his Majesty the King of Denmark on the subject, and to call attention to the obligations entered into in the article of the convention aforementioned.

ELSINORE.—G. SCHNEIDER, *Consul.*

NOVEMBER 20, 1861.

Report on the commerce, shipping, and products of Denmark, including the Duchies Schleswig and Holstein, and also the Danish colonies Greeland, Iceland, and the Faer Oer, for 1860.

GENERAL COMMERCE.

The total imports and exports of Denmark, including the Duchies, to and from foreign countries, were—

In 1860.....	2,908,290,276	pounds of the value of	101,606,732	rix dollars.
1859.....	2,992,484,592	" " "	99,716,495	"
Decrease.	84,194,316	pounds.	Increase.... 1,890,237	"

The total imports were—

In 1860....	1,814,560,948	pounds, of the official value of	62,391,035	rix dollars.
1859....	1,748,752,353	" " "	59,751,937	"
Increase.	65,808,595	" " "	2,639,098	"

The total exports were—

In 1860....	1,093,729,328	pounds, of the official value of	39,215,697	rix dollars.
1859....	1,243,732,239	" " "	39,964,958	"
Decrease.	150,002,911	pounds.	749,261	"

EXPORTS.

Comparative statement of the principal articles exported from Denmark in 1859 *and* 1860, *being the produce of the country.*

	1859.		1860.	
	Quantity.	Official value.	Quantity.	Official value.
		Rix dollars.		*Rix dollars.*
Bone ..... pounds..	6,540,665	65,407	8,053,039	80,532
Spirits ..... gallons..	618,576	412,384	352,140	234,761
Bread ..... pounds..	1,525,066	91,504	1,416,903	85,017
Beans, horse ..... barrels..	42,510	212,550	41,215	206,075
Sheep ..... number..	40,445	121 335	43,174	129,522
Bacon and pork ..... pounds..	5,258,950	631,074	7,082,870	849,944
Horses ..... number..	17,632	1,322,400	13,239	992,925
Cattle ..... do....	50,170	3,010,200	54,491	3,269,460
Calves ..... do....	10,983	175,728	11,418	182,688
Linseed ..... barrels..	10,845	70,493	5,928	38,533
Lime ..... do....	17,160	28,314	16,100	26,567
Potatoes ..... do....	135,656	135,656	91,024	91,024
Beef ..... pounds..	2,458,872	291,238	2,874,482	336,439
Rags ..... do....	2,411,606	144,696	2,202,731	132,163
Grain ..... barrels..	4,085,454	17,900,968	3,340,139	15,206,765
Oil ..... pounds..	1,456,658	223,485	959,836	140,679
Oil-cake ..... do....	20,267,594	405,352	21,583,652	430,773
Cheese ..... do....	578,126	57,813	1,324,274	132,427
Rape-seed ..... barrels..	221,893	1,775,144	133,918	1,071,344
Hides and skins ..... pounds..	5,972,492	1,543,105	4,978,869	1,454,829
Butter ..... barrels..	56,412	2,820,600	85,507	4,275,350
Hogs ..... number..	55,769	555,647	68,350	679,441
Wool ..... pounds..	3,646,104	574,948	3,674,367	605,772

By this it will be seen that the export of butter, bacon, and pork, cattle, hogs, cheese, beef, and oil cake, was materially larger in 1860 than in 1859, but the export of grain, rape-seed, horses, spirits, hides, oil, and potatoes, was much less in 1860 than in 1859. This may be accounted for by the extraordinary wet summer of 1860, which caused a deficiency in the grain harvest, but increased the amount of grass and fodder for the dairy.

The below enumerated average price of grain during 1859 and 1860, will give some idea how little the official value given in the above table can be depended upon.

	1859.	1860.	Official valuation.		1859.	1860.	Official valuation.
	R.D. Sk.	*R.D. Sk.*	*R. D.*		*R.D. Sk.*	*R.D. Sk.*	*R. D.*
Wheat ..... per barrel..	8 32	10 56	7	Oats ..... per barrel..	3 77	3 95	3
Rye ..... do.....	5 48	6 68	4	Peas ..... do.....	7 19	7 89	6
Barley, 2 ron ..... do.....	5 22	6 8	3	Rape-seed ..... do.....	9 93	11 80	8
Barley, 6 ron ..... do.....	4 49	5 40	3	Butter ..... do.....	82 39	80 18	44

And so it is with other exports; for instance, horses are put down in the official at 75 rix dol-

lars; cattle, at 60 rix dollars; hogs, at 10 rix dollars; and sheep, at 3 rix dollars each; while at present they are more than the double of these prices.

IMPORTS.

It is interesting to perceive that Denmark, although eminently a grain producing country still imports this commodity to a considerable extent, as will be seen by the table here given.

Year.	Wheat.	Rye.	Barley.	Oats.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*
1856	71,155	256,771	17,707	59,573
1857	74,768	242,797	30,182	82,729
1858	53,569	105,811	24,916	71,113
1859	70,731	151,532	10,528	52,806
1860	81,768	352,894	16,219	48,589

Rye, being the principal grain for the bread consumed by the people of Denmark, is at no time produced in sufficient quantity for consumption.

Comparative statement of the principal imports of Denmark and the Duchies during 1859 *and* 1860.

	1859.		1860.	
		Rix dollars.		*Rix dollars.*
Ashes ---- pounds	8,614,699	1,076,835	9,042,016	1,130,252
Bark, tanners' ---- do	4,738,359	94,767	5,367,375	107,347
Cotton ---- do	229,826	57,457	796,287	199,073
Cotton yarn ---- do	4,556,109	3,030,170	5,588,824	3,716,103
Cotton goods ---- do	2,502,955	3,137,964	2,697,066	3,299,321
Spirits ---- do	6,318,509	1,065,205	5,478,846	1,068,573
Chryolith ---- do	----------	----------	1,220,500	140,063
Dye woods ---- do	2,739,980	109,599	3,062,159	122,487
Fish, dry salted ---- do	11,799,265	724,153	10,988,983	669,365
Fruit ---- do	3,352,845	405,622	4,108,770	512,624
Guano and artificial manures ---- do	5,254,520	52,545	17,035,225	90,352
Glassware ---- do	3,491,668	317,959	3,295,602	300,002
Hemp ---- do	3,084,087	433,399	5,295,568	746,818
Flax ---- do	882,376	197,754	1,295,275	349,688
Flaxseed ---- do	6,126,660	221,241	6,043,320	218,234
Iron and ironware ---- do	63,365,008	4,860,559	69,349,984	5,317,456
Coffee ---- do	17,506,218	2,625,933	18,675 167	2,801,274
Grain ---- do	48,502,050	1,327,149	104,208,284	2,349,787
Linen yarn ---- do	607,297	436,375	733,473	509,501
Linen goods ---- do	1,969,109	834,489	2,338,293	986,937
Paints ---- do	4,105,265	460,611	1,240,041	208,552
Machinery ---- do	2,000,447	320,072	1,011,578	161,851
Oils ---- do	3,070,213	410,187	1,811,443	255,183
Paper ---- do	702,563	169,108	1,021,701	220,629
Rice ---- do	8,524,062	973,150	10,222,318	1,176,018
Salt ---- do	40,023,592	287,379	47,203,694	364,652
Silk goods ---- do	90,278	923,764	96,478	986,251

Comparative statement of the principal imports of Denmark and the Duchies, &c.—Continued.

	1859.		1860.	
		Rix dollars.		*Rix dollars.*
Ships' inventories wrecked ..... pounds..	6,384,800	63,848	8,756,400	87,564
Hides and skins ..... do....	1,528,936	753,665	2,935,982	845,226
Coal ..... do....	537,304,080	2,350,705	599,014,320	2,620,688
Sugar and molasses ..... do....	55,133,126	6,365,352	50,599,903	5,899,902
Tallow ..... do....	1,166,511	209,972	920,040	165,606
Tea ..... do....	587,705	330,384	829,032	446,329
Tar ..... barrels..	23,249	115,955	° 3,328,750	66,222
Rosin ..... pounds..	3,465,347	381,188	905,985	?
Tobacco ..... do....	9,771,036	2,164,700	10,538,100	2,333,929
Whale oil ..... do....	3,748,879	374,263	3,607,489	358,322
Timber and lumber ..... cubic feet..	6,710,699	2,825,164	16,055,613	3,609,917
Wool ..... pounds..	950,574	190,115	1,031,881	206,377
Woollen yarn ..... do....	222,629	551,093	294,579	711,810
Woollen goods ..... do....	1,557,288	5,393,693	1,592,814	5,542,047
Wine ..... do....	4,066,221	447,838	5,018,323	552,508

° Pounds.

The following table gives the export of some of the above-enumerated imported articles. Most of them are sold by the merchants of Copenhagen to the adjacent ports in Sweden and Norway. This trade might, however, with a little more enterprise, be considerably increased, and the city of Copenhagen become again what she was in olden times, the commercial emporium of the Baltic seas.

Articles.	1859.	1860.	Articles.	1859.	1860.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Coffee	4,020,853	4,635,897	Cotton yarn	47,727	88,883
Sugar	3,648,221	3,704,696	Cotton goods	36,912	69,791
Rice	2,391,078	3,004,946	Linen goods	282,659	321,573
Tea	115,255	70,988	Woollen goods	112,118	131,369

The steady increase in export of live stock is very remarkable, for it shows how much attention is paid to the raising and fattening of cattle, sheep, and hogs at present. The trade to the markets of the city of London, with her immense meat consuming population, affords ample remuneration to the farmers of Holstein, Schleswig, and Jutland. A large fleet of screw steamers is now constantly engaged in carrying live stock from the ports of the west coast of Sleswig and Holstein, to the London markets.

Does it not seem strange, then, that twenty million pounds of oil-cake are exported to England also? Why should it not be as profitable to fatten cattle with this article in Denmark as in England? The answer is, that the cattle is raised in the poorer districts of Jutland and northern Schleswig, and fattened in rich marshes of lower Schleswig and Holstein.

Statement of the commerce of Denmark with foreign countries.

Countries.	Import value.	Exports value.	Total.
	Rix dollars.	*Rix dollars.*	*Rix dollars.*
Hamburg	22,366,263	11,141,361	33,507,624
England	10,963,228	11,347,473	22,310,701
Altona and Wandsbeck	3,953,787	3,834,765	7,788,552
Sweden	3,089,215	2,489,502	5,578,717
Norway	2,238,669	2,797,237	5,035,906
Russia	3,103,289	367,568	3,470,857
Prussia	2,550,937	918,573	3,469,510
Lubeck	2,031,101	1,064,156	3,095,257
Holland	1,160,584	1,014,070	2,174,654
Foreign West India islands	2,022,032	----------	2,022,032
Bremen	1,819,719	59,525	1,879,244
Belgien	409,138	1,003,455	1,412,593
South America	1,197,966	6,635	1,204,601
Mecklenburg	573,878	421,863	995,741
Hanover	287,389	412,410	699,799
East India, China, and Pacific	282,957	324,431	607,388
France	323,233	266,979	590,214
United States	211,028	58,523	269,551
Mediterranean and Black Sea	255,286	14,088	269,374
Portugal	157,404	87,442	244,846
Spain	238,270	484	238,754
Lauenberg	57,760	68,165	125,925
Africa	----------	228	228
Danish Colonies.			
Iceland	587,138	715,581	1,302,719
Faer Oer	159,437	99,192	258,629
Greenland	457,662	105,573	562,635
West India Islands	1,619,581	275,573	1,894,954
Danish fisheries	110,028	32,600	142,628
All other countries not herein mentioned	164,654	288,445	453,099
	62,391,035	39,215,697	101,606,732

Here again the direct commerce with the United States is shown to be very insignificant, while large quantities of our produce consumed by Denmark, are purchased from second hands in Hamburg, Bremen, London, &c.

Statement of the commerce of Denmark with the United States in 1860.

Imports.			Exports.		
Oars	pounds	1,250	Pork	pounds	1,354
Drugs	do	2,236	Cordial	do	125
Rosin	do	85,680	Anchor and chains	do	68,450
Nuts	do	4,272	Beef	do	1,643
Oils	do	12,356	Bricks	number	61,000
Rice, rough and clean	do	2,517,200	Metal	pounds	4,573
Tobacco, manufactured	do	14,624	Rope	do	170

This is exclusive of the commerce of Altona.

Value of the total imports ..... 211,028 rix dollars.
Value of the total exports ..... 58,523 rix dollars.

General statement of arrivals and departures of foreign and domestic vessels in Denmark, Sleswig, and Holstein, exclusive of steamers.

	1859.		1860.	
	Number.	Commerce last.	Number.	Commerce last.
Entered	66,883	788,607	65,197	758,233
Cleared	66,717	802,488	64,848	759,895
Total	133,600	1,591,095	130,045	1,518,128
Hereof in coasting trade.				
Danish—Entered	43,506	390,072	41,175	355,266
Cleared	43,357	390,679	41,132	359,307
Foreign—Entered	249	4,988	233	5,714
Cleared	246	5,408	270	5,967
Total	87,358	791,147	83,000	726,255
In foreign trade.				
Danish—Entered	13,535	199,609	14,181	214,798
Cleared	13,626	212,454	13,796	212,202
Foreign—Entered	9,593	193,517	9,571	182,201
Cleared	9,488	194,367	9,497	182,671
Total	46,242	799,948	47,045	791,873

Statement of the number and tonnage of vessels registered in Denmark and the Duchies.

	1859.		1860.	
	Number.	Commerce last.	Number.	Commerce last.
Denmark	2,790	72,848	2,770	69,496
Schleswig	1,544	30,874	1,543	30,762
Holstein	1,326	22,486	1,340	22,911
Total	5,660	126,209	5,653	123,169

Statement of the number of steamers employed in the commerce of Denmark, and their tonnage, from 1855 *to* 1860, *showing a remarkable increase during the last six years.*

Years.	Steamers.	Commerce last.	Years.	Steamers.	Commerce last.
1855	5,191	59,458	1858	8,734	90,071
1856	8,202	89,588	1859	10,397	107,964
1857	8,627	90,097	1860	10,268	110,665

Statement showing the number of vessels employed in the principal cities of Denmark and the Duchies.

Cities.	1859.		1860.	
	Vessels.	Commerce last.	Vessels.	Commerce last.
Copenhagan	19,574	379,810	17,478	328,894
Flensburg	3,691	57,231	3,667	59,495
Kiel	7,077	94,311	6,808	92,878
Altona	12,427	183,444	13,059	197,402

WRECKING.

The number of vessels which were wrecked and totally lost on the Danish coast in 1860, I have not been able to ascertain.* Seventy-five vessels were totally lost in 1858, on the coast of Jutland alone.

Ninety-five vessels sought Danish ports in 1860 in distress, and for the purposes of repairing damages; but one of these was an American ship. Of this number thirty-six entered the harbor of Elsinore.

There are now thirty-three life-saving stations, furnished with life-boats and rocket apparatus, on the Danish coasts, and two hundred and twenty lives were saved by their aid. One hundred and ninety-three persons were saved by Danish fishing boats, and three hundred and twenty-two persons saved themselves by their own exertions on the Danish coast in 1860.

ELSINORE ROADS AND HARBORS.

The commerce of the Baltic has very much increased of late, and although the exact number of vessels passing Elsinore cannot be ascertained since the abolition of the sound dues, it is judged that their number exceed now 25,500 annually. 6,398 vessels anchored in Elsinore roads in 1860; of these 1,711 were Norwegian; 1,458 English; 734 Swedish; 585 Dutch; 437 Prussian; 426 Hanoverian; 220 Russian; 213 French, and 74 American.

The enlargement of the harbor is progressing very rapidly. There is already room for about 200 ships, and the depth of water is increased to 20 feet. The Danish government has also proposed to assist the people of Elsinore by a loan of some 55,000 rix dollars, to build a marine railway, and when this is finished Elsinore will be the most convenient port of refuge and repair for all vessels trading in this region.

MANUFACTURES.

The manufacturing industry of Denmark is still in its infancy, and will never be otherwise so long as foreign manufactures are favored by the existing tariff. The dependence of Denmark on foreign nations for the most necessary articles is shown by the importation of over five and a half millions of pounds of cotton yarn; over two and a half millions of pounds of cotton cloth; one and a half millions of pounds of woollen, and two and a half millions of pounds of linen goods.

The only article of manufacture worthy of note is soda. The chryolith, found in Greenland, is transported to Copenhagen, and there manufactured into a superior sal soda. 1,120,500 pounds of chryolith were imported into Copenhagen in 1860; 179,320 pounds of chryolith were exported to England, and 235,512 pounds to Prussia in 1860. Much attention is now paid to the chryolith mines in Greenland. By an account from Greenland, of the 12th of July, 1861,

* Learned since to be 155.

it is stated there were at that time six vessels loading chryolith at "Iviktok," for Copenhagen; and I would respectfully call the attention of American manufacturers and consumers of soda to the importance of this article, for the soda manufactured from chryolith is far more pure than the soda manufactured in England from common salt.

I would further beg to call the attention of American merchants and manufacturers to the wool produced at Oland. From one million to one million and a half of pounds of most excellent cheap wool is exported from Oland, and although Copenhagen received of this in 1860 537,217 pounds, the greater part is now purchased in Oland by Scottish merchants and shipped direct to Leith, in Scotland, by steamers. The price of this wool varied in 1860 from 11½*d.* to 13*d.* English for the English pound.

Table of the weights, measures, and coins of Denmark in comparison with other countries.

Danish.	French.	English.
1 pound	500 gramme, ½ kilogramme	1. 1023 pounds avoirdupois
1 lod ($\frac{1}{32}$ pound)	15. 625 do do	0. 0344 do
1 centner (100 pounds)	50 kilogramme	110. 23 do
1 fonde (1 barrel) grain	1. 3912 hectolitres	3. 8270 bushels
1 do beer	1. 3139 do	28. 919 gallons
1 do butter	112 kilogramme	246. 92 pounds
1 do coal	120 do	4. 6775 bushels
1 pot	0. 9661 litre	0. 2126 gallons
1 viertel	7. 7289 do	1. 7011 do
1 allen	0. 6277 metre	0. 6864 yard
1 fod	0. 3138 do	1. 0297 feet
1 cubic fod	0. 0309 cubic metre	1. 0918 cubic feet
1 commere last	2 tonneaux	2 tons, (register?)
1 rigs daler	2 franks 75 centimes	2 shillings 3 pence sterling

SWEDEN AND NORWAY.

STOCKHOLM.—A. W. FRESTADIUS, JR., *Consul.*

DECEMBER 31, 1860.

During this quarter there was no intercourse at all between this place and the United States.

The ship "Ann Washburn," of Boston, Captain G. W. Nichols, that cleared from here on the 2d of October, loaded with 20,720.88 crs. bar iron, at a value of 168,380.44 rix daler, was wrecked on the island of Oland on the 9th of October. The whole crew were saved and about one-third part of the iron.

The exportation during the year 1860, from ports within my district to the United States, were—

	Crs.		Rix daler.
By ten American vessels: bar iron	138,462.17	valued at	1,146,486.49
steel	544.03	"	7,884.61
	139,006.20		1,153,971.10
Sundry goods			965.68
			1,154,936.78
By one Hanoverian vessel, bar iron	6,698.48	54,933.16	
And in Lubeck and Hamburg vessels, bar iron	3,652.37	30,182.23	
			85,115.39
	149,357 05		1,240,052.17

Total importation from the United States during the same time by six American vessels:

	Pounds.		Reals.	Rix daler.
Cotton	2,086,267	valued at	1,043,133.50	
Tobacco stems	1,902,189	"	396,017.42	
Tobacco leaves	385,959			
Dye-wood	41,600		2,080	
				1,441,230.92
By three foreign vessels:				
Cotton	1,325,001		662,622	
Turpentine oil	35,422		13,283.25	
Pepper	18,605		9,302.50	
Tobacco stems	39,393		4,924.13	
Sundry goods			18,796.16	
				708,928.04
				2,150,158.96

JANUARY 28, 1861.

Enclosed I have the honor to transmit to you my consular returns for the two last quarters of 1860, from which you will please find that during the same period five American vessels visited this port, out of which three arrived here in ballast, and two loaded with tobacco and dye-woods, at a value of 398,097.42 riksgald, or, at the rate of 26½ cents, $105,495 81; all sailed from here loaded chiefly with bar iron and steel, 68,295.48 fr., or 2,845$\frac{123}{200}$ tons, at a value of 572,192.35 riksgald, or $151,630 96. Besides, one American vessel arrived at Norrkoping, a port south of this place within my district, loaded with cotton, at a value of 142,742 riksgald, or $37,826 63.

One of the above vessels that left this place, the Ann Washburn, of Boston, measured at 864$\frac{54}{95}$ tons, G. M. Nicholls, master, was totally wrecked on the Swedish island Oland on the 9th October. The whole crew and about one-third part of the cargo was fortunately saved. The crew was sent home without any expense to the American government.

Herewith I have the honor to give you a recapitulation of the trade between the United States and ports within my district during the year 1860. Eleven American vessels visited this district, out of which six brought full cargoes, chiefly of cotton and tobacco, from the United States, and five arrived in ballast; two sailed for the United States with full cargoes of bar iron, and one in ballast.

The importation from the United States was as follows:

By American vessels	2,086,267 pounds cotton,	or	$276,430 37
By foreign vessels	1,325,001 " "		175,594 83
	3,411,267 pounds cotton,	or	452,025 20
By American vessels: tobacco, stems	190,218 pounds	$104,944 60	
" leaves	385,959 "		
By foreign vessels " stems	39,393 "	1,304 88	
	615,570 pounds		106,249 48
By American vessels: dye-woods	41,600 "		551 20
By foreign vessels: sundry goods			10,966 20
Total importation			569,792 08

The value of the importation from the United States during the year 1860 thus exceeds that of 1859 with $248,199 48.

The exportation to the United States consisted chiefly of bar iron and steel, viz:

By American vessels	5,791 1 1 1 0 tons, or	$306,058	24
By foreign vessels	431 1 3 7 0 " "	22,555	56
Total exportation	6,223 1 0 1 0 tons, or	328,613	80

which exceeds the shipment in 1859 with a value of $57,077 76.

The trade with the United States has accordingly been very lively and much larger than for many preceding years, which satisfactory result, in all probability, will continue.

The price of corn and bar iron varied the past year, between 7 rix dollars and 7.50 per Swedish centner.

From the beginning of this year a new custom-house tariff is published. The alterations are very few, and I beg only to mention the following, which are of some importance to the commerce of the United States:

Tobacco stems and leaves, on which articles the duty was 22 ore, is now increased to 25 ore per pound. *Saltpetre*, now *free*, was before 15 ore per pound. *Cotton* continues *free* of duty. On the following articles the export duty has been reduced, viz:

On pig and cast iron, from	0.50 to 0.25 per centner.
On copper, from	0.60 to 0.30 per centner.
On ores of all kinds	0.50 to 0.25 per centner.

APRIL 3, 1861.

As the port of this place all since November has been taken up by ice, I have nothing of commercial interest during the last quarter to report.

The royal Swedish board of commerce has now published its report for 1859, out of which the following particulars may be worth some attention.

The value of goods imported to and exported from Sweden during the last ten years was as follows:

Years.	Importation.	Exportation.	Years.	Importation.	Exportation.
	Rix dollars.	*Rix dollars.*		*Rix dollars.*	*Rix dollars.*
1850	35,980,000	36,757,000	1855	84,841,000	95,847,000
1851	42,072,000	40,437,000	1856	105,844,000	92,433,000
1852	43,573,000	41,487,000	1857	85,290,000	78,434,000
1853	51,580,000	51,705,000	1858	56,920,000	58,844,000
1854	78,655,000	79,215,000	1859	74,241,000	78,667,000

The importations consisted chiefly of the following articles:

	Rix dollars.
Cotton	8,495,000
Wool	2,454,000
Coals	3,787,000
Coffee	6,800,000
Raw sugar	8,665,000
Tobacco leaves	3,454,000
Tobacco stems	136,000
Herring	4,092,000
Salt	1,063,000

The exported articles consisted principally of—

Bar iron	1,999,413 crs.
Copper	33,386 crs.
Steel	134,309 crs.
Pig iron	237,367 crs.
Tar	173,756 crs.
Oats	6,570,284 cubic feet.
Wheat	556,864 cubic feet.
Barley	2,398,790 cubic feet.
Rye	884,530 cubic feet.
Deals	1,353,813 dozens.

The total value of the importations to Sweden from the United States, which in 1858 was only R.R. 2,902,000, amounted in 1859 to R.R. 5,518,000; and the value of the exportations amounted in 1858 to R.R. 1,996,000, and was, in 1859, R.R. 2,878,000.

The commercial fleet of Sweden numbered, in 1859, 3,364 vessels, with a tonnage of 314,912 tons.

GOTHENBERG.—E. ROHSS, *Consul.*

MARCH 12, 1861.

The exports of this port for the year 1860 have consisted principally of iron, steel, wood, and breadstuffs.

Iron and *steel* have been less exported during 1860 than the preceding years, owing especially to the want of ship room and an early winter, which prevented the executing of many orders. The inquiry from the United States and East Indies has been less than for many years, and low prices were, indeed, little encouraging for business.

Of *wood* has the export also been smaller than the preceding years. In the beginning of 1860 there was a great inquiry for all sorts of wood from England, in consequence of the reduced duty there, but as merchants here raised their prices, consequently transactions were limited, which compelled them to reduce their pretensions. From France was a good inquiry at satisfactory prices, but as nearly two-thirds of the whole export was to go to England, the high rate of discount there at the latter end of 1860 caused less consumption and lower prices.

The *grain crop* in 1860 was not very large, and besides, there was during the time of harvest much rain, so that large quantities of grain had to be reaped in a condition which made it unsuitable for export. The export does principally consist of oats to England and Germany, and, in consequence of the failure of the crop, especially in the former country, very good prices were obtained in the beginning of the year 1860. But afterwards large arrivals from Russia at the English market caused a considerable decline in prices.

The *consumption of American produce* is increasing in this country, although the direct trade with the United States has, during 1860, been somewhat less than in 1859. There are eighteen cotton mills in the southern part of Sweden, which manufactured 14,375,000 pounds cotton twists and stuff during the year 1860. The consuming of tobacco is increasing, and, although much of the Havana tobacco is imported for manufacturing cigars, still large quantities of the American tobaccos are used for the same purpose, as well as for spinning and making snuff.

Duty paid in the year 1860 amounts to	$1,121,000
Whilst in 1859	1,157,000

Iron and *steel* being the chief export articles of this port, I quote their average price during 1860:

For iron, per ton	$47
For steel, per ton	70

Cleared inward were 1,637 vessels, measuring 205,200 tons, of which twelve belonged to the United States, of a burden of 6,000 tons.

Cleared outward were 1,524 vessels, measuring 206,400 tons, of which twelve belonged to the United States.

The *export trade* of Gothenburg for the year 1860 consisted of 52,200 tons of *iron* and *steel*, of which to the—

United States	tons	8,670
Great Britain	do	30,700
Germany	do	3,200
Denmark	do	1,510
France	do	1,100

and the balance to the East Indies, Holland, Belgium, and other ports. I beg, however, to observe, that large quantities of iron are shipped to the United States by way of Great Britain and Germany.

Timber—deals, planks, and boards—in 1860, 260,300 dozen, whilst in 1859, 294,700 dozen. *Grain*—in 1860, 1,831,300 cubic feet, whilst in 1859, 2,218,180 cubic feet, which consisted of—

Oats	cubic feet	1,433,100
Rye	do	264,250
Barley	do	55,300
Wheat	do	51,200

and the balance of different kinds. The rest of the export trade consisted of linseed cakes, pitch, tar, zinc ore, bones, wax, &c.

The principal import trade of Gothenburg for 1860 consisted of:

Arrack, pounds	407,000	Rum, gallons	87,000
Brandy, French, gallons	150,100	Salt, barrels	107,000
Coals, barrels	676,500	Sugar, raw, pounds	17,785,000
Coffee, pounds	6,581,500	Sugar, refined, pounds	1,436,000
Cotton twist, pounds	805,000	Sundry oils, gallons	901,000
Cotton, pounds	10,552,000	Tallow, pounds	278,500
Dried fish, pounds	171,000	Tea, pounds	35,550
Herring, salted, barrels	77,500	Tobacco leaves, pounds	2,096,100
Hides and skins, pounds	2,601,000	Tobacco stems, pounds	1,025,150
Logwood, pounds	767,000	Whale oil, gallons	560,500
Indigo, pounds	56,750	Wines in casks and bottles, gallons	938,000
Pepper, pounds	134,700	Wool, pounds	351,000
Rice, pounds	815,400		

Of the above there was imported direct from the United States of:

	By American vessels.	By foreign vessels.
Cotton	4,036,500 pounds.	1,392,700 pounds.
Tobacco leaves	287,800 "	179,300 "
Tobacco stems	25,400 "	274,900 "

The aggregate value, as near as can be calculated, of articles imported by American vessels, was $543,600.

The direct import trade with the United States during 1860 has been carried on by ten American vessels, of a burden of 5,021 tons, and by seven foreign vessels, of an aggregate burden of 2,345 tons.

The direct export trade with the United States during 1860 was effected by eight American vessels, of a burden of 3,765 tons, and by thirteen foreign vessels, of an aggregate burden of 4,650 tons.

The articles exported direct to the United States from this port were:

	By American vessels.	By foreign vessels.
Iron	3,355 tons.	5,065 tons.
Steel	.... "	250 "

The aggregate calculated value of exports was, by American vessels, $134,200; foreign vessels, $224,600.

RUSSIA.

MOSCOW.—F. S. CLAXTON, *Consul.*

JANUARY 2, 1861.

* * * The great grain-growing district of Russia, whose annual yield is sufficient for the wants of the European continent, lies to the south of its centre, and between the 40th and 70th degrees of east longitude. It comprises the governments or provinces of Volhynia, Poltava, Kiev, Podolia, Kharkow, Voronezh, Saratov, and Samara. It may be considered as a tract of land over twelve hundred miles long by about four hundred broad. Not over one-tenth of this area is in wood, the other nine-tenths being arable land of such unprecedented richness that, notwithstanding the centuries it has been under cultivation, and that year after year it has been called upon to feed the many millions in this empire, as well as to supply the deficiency in the grain markets of Europe, it still continues to render a generous return for the seed sown, and bids fair, to all appearance, to be equally responsive for ages yet to come to the demands which may be made upon it. How much the percentage of yield may be increased can only be judged by those more familiar with agriculture than myself. But when I beheld the primitive plough with which the land is opened, and which scarce penetrates the surface, and certainly does not open a furrow much wider than one's hand; and when I witnessed the slow process of cutting the grain with the long since abandoned sickle, of about two and a half feet in length, I could not but conjecture that with improved implements, such as yearly compete for the prizes at our State fairs, the return from the land must be largely increased, whilst the labor of harvesting the crop will be reduced in still greater proportion. Again, the present process of threshing results in great loss; for, if the operation is performed on a large scale, the grain is scattered over an enclosure into which are turned the almost wild horses of the steppes—a drove of which is attached usually to each estate—and it is by their trampling hoofs, whilst urged here and there by the cries and long whips of the attendants, that the wheat and rye are separated from the straw. A large quantity, naturally, is hidden under foot, and an equal proportion is scattered by the wild movements of the frightened drove. But in a country where the standing crops have no protection, and where whole caravans of ox-carts turn their beasts amongst the ripe grain to feed and graze, no account is taken of the loss. The peasant who desires to prepare his limited crop for market sweeps clean a space in front of his cabin door, and there, with the ordinary flail, beats out the few bushels he may have to

dispose of, or which he requires for the supply of the wants of his family. But over the many thousands of square miles embraced in the grain-growing district, and amidst the thousands of rich proprietors who claim the title to this remarkable soil, not one in a hundred possesses a deep-soil plough or improved drill, a patent reaper or a modern threshing machine. All have had their interest excited by the success which has attended the introduction of these labor-saving machines in the United States and England, and all have now become doubly desirous of possessing them, for the approaching emancipation of the serfs, fixed for the 19th of February, will find them without the necessary hands to cultivate their large estates; and hence, throughout the length and breadth of the land, but principally in the region referred to, the demand is most urgent. I know of no section of country so well adapted to the use of this class of implements as Little Russia. Topographically it may be considered a flat table-land, reaching from Kharkow to the Black sea, from the Dniester to the Volga. Even when crossing the high lands which divide the waters flowing north and south, the traveller in vain looks for the "backbone" which usually marks the change in the water-shed of such vast tracts. When crossing the long, undulating swells, the highest and most broken land between Moscow and the Crimea, one is reminded of the country which forms the head of tide-water of our Atlantic coast, and can nowhere find those specimens of side-hill culture which are to be met with in our Piedmont region.

I can, therefore, assert that the most unfavorable ground here presents no difficulties to the introduction of the reaper and mower, whilst in the boundless plain further south, where not a stone or a stump is to be seen, they must prove invaluable to the steppe farmer.

The demand which now exists, and which is daily increasing for agricultural machines, commencing with the plough and ending with the threshing and winnowing machines, may, perhaps, be imagined from what precedes. But this estimate of the value of the opening to American capital and American industry must not be measured by the wants of any equal and of the most fertile tracts on the surface of the globe.

Elsewhere, the largest and most extensive fields of grain can be estimated by the acre; and the most opulent proprietors of the Genesee valley or of the wheat and corn growing lands of the south deem themselves rich when they count their acres by one, two, and four thousands; but here the estates are measured by the mile, and contain ten, twenty, and forty thousands of acres. The grain fields extend uninterruptedly for hundreds of square miles, and hour after hour, though whisked along with the best speed of four horses, nothing can be seen on the road from Koorsk to Khumurchuk but endless seas of rustling wheat or tall waving rye. Many times during the trip I availed myself of some trifling elevation, and from the top of the vehicle obtained an uninterrupted view of the whole country embraced within a horizon at least twelve miles distant, yet the whole of the many thousands of acres thus spread out presented but one gigantic patchwork of yellow wheat and greener grain not then ripe for the harvest, and the whole scene, though devoid of all beauties of landscape and undiversified by hill or valley, without a forest or even a clump of trees to catch the eye, was yet so wonderful a picture of a nation's wealth and resources that I could not restrain a transient feeling of national envy and jealousy.

To prevent these vast fields from growing up in weeds, and to avail himself of the unfailing soil which he has so long tilled by the once forced labor he has had at command, now liberated, have become the all-engrossing question with the proprietor. He is required to abandon to the peasant sufficient land for his maintenance and that of his family. The latter becomes, therefore, independent of his late master, and will devote to his own little farm the whole of that labor which, until now, he has been forced to share with another. In a thinly-settled country like this, no source presents itself whence to draw the extra force required in seeding and harvest time. The landed proprietor must, therefore, fall back upon the labor-saving machines of McCormick, Wood, Emory, and Allen for relief; and it will be only through their aid

that he will render himself independent of the emancipated peasant, whose exactions he now dreads. I believe I am, therefore, right in promising to such of the respectable firms engaged in that department of mechanical industry an opening for their manufactures far greater and more lucrative than that in the United States. Any party, desirous of availing himself of it, should pack in sections and pieces the various implements, which should be shipped to Odessa, or, better still, Necorlasff. One or two competent hands should be sent out with the shipment to put the machines together, and at least one person capable of showing *practically* their operation. Let some of these mechanics be sent to the fairs of Kharkoo and Paltava, and I very much mistake the desires of the land-owners, and very far underrate the wants and necessities of the agricultural interests, if I err in predicting a sale of $100,000 worth of goods the first year.

It is a mistake to ship such goods to St. Petersburg. There and here a limited demand will always exist; but it is in the south, in Little Russia, that the real market is to be found, and to reach which, *via* Petersburg and Moscow, will add much to the cost of transportation. If landed at Odessa, water communication can be had with Khurorenahuck, less than 100 miles from Paltava, and about 200 from Kharkoo, and the heart of the grain country is at once reached.

I will add, in conclusion, that all implements destined for Russia should be made "extra strong," the iron-work particularly, for blacksmiths and machinists are scarce; that all parts liable to break and most taxed should be in duplicate; and, finally, that the manufacturer must not calculate upon completing the heavier wood-work here, as the whole country from the Black Sea for 400 miles inward is barren of wood, there being scarce a bush from Paltava to Niesbuff large enough to shelter a rabbit. Locomotive and steam-engines are therefore out of the question.

ST. PETERSBURG.—*Goods imported in American and foreign vessels from the United States to St. Petersburg in* 1861.

Where from.	Number of vessels.		Tonnage.	Cotton.	Logwood.	Dye wood extract.	Quercitron bark.	Indigo.	Figs.	Rice.	Sugar.	Railway iron.	Salt.	Coals.	Rosin.	Flour of madder.	Shoe pegs.	Locust treenails.	Cigars.	Sewing machines.	Sundries.
	American.	Foreign.		*Poods.*											*Barrels.*			*Pieces.*			
New York	2	.....	1,084	5,867	12,623	30,881	4,393	.....	.....	2,823	.....	.....	.....	.....	3,000	5	150	53,333	.....	17	22
Boston	5	.....	2,586	69,210	12,856	347	.....	106	641	1,918	5,259	.....	.....	.....	.....	.....	.....	.....	.....	19	9
Charleston	1	.....	548	27,371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans	8	.....	6,696	258,046	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do	.....	5	3,482	106,567	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	.....	2	1,004	45,063	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total to the United States	16	7	15,400	512,124	25,479	31,228	4,393	106	641	4,741	5,259	.....	.....	.....	3,000	5	150	53,333	.....	36	31
Havana and Matanzas	9	.....	4,230	.....	.....	.....	.....	.....	.....	.....	294,681	.....	.....	.....	.....	.....	.....	.....	732,250	.....	.....
England	7	.....	3,888	13,923	.....	.....	.....	.....	.....	.....	.....	214,867	48,066	54,117	.....	.....	.....	.....	.....	.....	.....
France	1	.....	598	Ballast	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	33	7	24,116	526,047	25,479	31,228	4,393	106	641	4,741	299,940	214,867	48,066	54,117	3,000	5	150	53,333	732,250	36	31

Account of goods exported in American vessels from St. Petersburg in 1861, *and in a foreign vessel, to the United States.*

For—	No. of vessels.		Tonnage.	Sheet iron.	Hemp.			Flax tow.	Hemp yarn.	Cordage.	Junk.	Oakum.	Bristles.	Horse manes.	Wool.	Red leather.	Tanned hides.	Semen cyne.	Tallow.	Sail cloth.	Mats.	Lath wood.	Crash.	Diaper.	Deals.
	American.	Foreign.			Clean.	Outshot.	Half clean.																		
				Poods.																*Pieces.*	*Pieces.*		*Arshs.*		*St. Dz.*
Boston	4	....	2,254	.....	42,063	2,972	.....	8,516	....	9,357	1,843	1,335	390	....	247	658	.....	411	.....	156	1,500	.....	890,000	.....	.....
New York	2	..	930	.....	31,040	3,496	.....	.....	...	2,756	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	259,000	8,148	.....
Boston	....	1	746	30,261	12,605	.....	.....	.....	....	707	....	.....	.....	566	.....	.....	250	.....	.....	364	2,110	.....	350,000	.....	.....
Total to U. S.	6	1	3,930	30,261	85,708	6,468	.....	8,516	....	12,820	1,843	1,335	390	566	247	658	250	411	.....	520	3,660	.....	1,499,000	8,148	.....
Gloucester	1	...	520	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,050	.....	.....	1,932
Liverpool	2	.	2,056	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,703	.....	.....	8,972
Bristol	12	....	7,836	.....	12,285	2,283	5,061	.....	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,476	.....	530	16,341	.....	.....	29,508
Sharpness Point	1	...	844	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,850	.....	.....	3,660
Newport	1	...	348	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,334
Söderhamn	1	....	998	Ballast	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Uleaborg	1	....	632	...do...	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wyburg	7	....	2,708	...do...	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	32	1	19,872	30,261	97,993	8,751	5,061	8,516	33	12,820	1,843	1,335	390	566	247	658	250	411	2,476	520	4,190	24,944	1,499,000	8,148	45,406

REVEL.—CHARLES A. LEAS, *Consul.*

DECEMBER 13, 1860.

In my despatch No. 15 I had the honor of informing you that I had had an interview with Count Zoilstair upon the subject and importance of a closer and more intimate commercial intercourse between Russia and the United States; that, instead of receiving some twenty millions annually of cotton and tobacco (out of twenty-six millions, the amount consumed) from England and the Germanic states, that these articles should be imported direct from America, thus saving to the people of this country the vast sums that are now paid in those countries in the way of outside commissions, charges, freights, &c.; and that the two millions of manufactured cotton goods brought from England, and the eight millions of railroad and agricultural machinery brought from England, France, and Germany, could be much more advantageously brought direct from the establishments in America which manufacture those articles, (and which, if accomplished, will throw the freights on American ships instead of upon those of the above-named nations;) and suggested, with the view that the people of this country might have full and entire confidence in the statements, that the imperial Russian government should cause the subject to be investigated in America by an agent of its own selection, either through the agency of his excellency Baron de Stoeckel or a special agent, and that the investigation should extend to the prices of all those articles in the United States at their places of production or manufacture, the prices of freights from America to Russia direct, and in that all other matter having a connexion with the subject; and in my despatch No. 16 I had the honor of informing you that Baron Nugen Sternburg would go to America, with the indorsement of the imperial Russian government, and would make these investigations. I have now the honor to inform you that Baron Sternburg will leave this on to-morrow for the United States, and comes with his letter from the imperial Russian government to his excellency Baron de Stoeckel, with instructions for Baron de Stoeckel to cause him to be introduced to his excellency the President of the United States.

From this visit of Baron Sternburg I anticipate most important commercial results, highly favorable to Russia and the United States; and if I shall have the honor of being here on his return, I shall use my influence to have his report to the imperial Russian government fully placed before the merchants, manufacturers, and consumers of this country, for that in the end must be done, or the enterprise will result in an abortion.

DECEMBER 31, 1860.

In consequence of many travellers and sea-captains having entered Russia during the past year, and having in their possession goods and merchandise to a larger amount than was presumed to be for their own consumption, it has been decreed by the imperial Russian government that hereafter no person shall be allowed to bring any goods or merchandise into the country for sale except those persons that are by law allowed to conduct trade with foreign countries; that is to say, merchants of the 1st and 2d guilds. All persons bringing goods or merchandise into the country, however, for their own actual personal consumption, can have them passed the custom-house by paying the usual duties.

JANUARY 15, 1861.

Herewith I have the honor of transmitting to you a condensed translation of a treaty made and concluded the 2d–14th of November, 1860, at the city of Pekin, between the governments of Russia and China, and officially published this morning. * * * *

TREATY MADE AND CONCLUDED THE 2D–14TH OF NOVEMBER, 1860, AT PEKIN, BETWEEN HIS MAJESTY THE EMPEROR OF ALL THE RUSSIAS AND HIS MAJESTY THE BOGDOKHAN OF CHINA.

ARTICLE 1. For the purpose of corroborating and elucidating the article 1st of the treaty concluded in the city of Agoun, the 16th of May, 1858, and in execution of the article 9th of the treaty concluded June 1st of the same year in the city of Tien-Tsin, it is declared, henceforth, that the eastern frontier between the two empires shall commence at the junction of the rivers Chilka and Orgoun, and shall descend the course of the river Amoor to its union with the Ousouri. The lands and countries situated upon the left or north of the river Amoor shall belong to the empire of Russia, and the lands or countries on the right or south side, until the mouth of the Ousouri, shall belong to the empire of China. From the river Ousouri (its mouth) until Lake Hinkai, the frontier line shall follow the rivers Ousouri and the Sorigatcha; the country situated upon the eastern or right side of these rivers shall belong to the empire of Russia, and that upon the western or left side to the empire of China. Beyond the frontier between the two empires, from the point where the river Sorigatcha leaves the Lake Hinkai, and directed to the river Belen-ho until to the mouth, this river it shall follow to top of the mountains until to the mouth of the river Houpiton, and from thence the mountains situated between the river Khoun-tchoun and the sea until the river Thon-Mendicing; and along this line the countries on the east shall belong to the empire of Russia, and those on the west to the empire of China, and along the above river to the sea.

When any of the above countries above indicated, as belonging to the empire of Russia, shall be settled by Chinese, the Emperor of Russia obligates himself to permit them to follow their occupation of fishing and hunting. And the above lines of frontier shall remain permanent.

ARTICLE 2. The undetermined western frontier line shall henceforth follow the direction of the mountains, the course of the large rivers, and the actual line indicated by the Chinese stakes. To begin from the last light-house named Chabindabaga, established in 1728, after the conclusion of the treaty of Kiakhta, and will run towards the southwest to Lake Dsai-sang, and from that to the mountains situated upon the south of the Lake Ipyk-koul, and named Tengri-chan, and along these mountains until the possessions of the Kokand.

ARTICLE 3 provided that the two governments shall appoint commissioners, who shall meet at the mouth of the river Ousouri, in the month of April next, to inspect and determine the frontier lines, according to the first and second articles of this treaty, and shall make a map of the same, signed by the commissioners, and transmitted to the two governments, two copies to each—one in the Russian and the other in the Chinese language—and these charts shall be considered as an additional article to this treaty.

ARTICLE 4. This article provides that upon this entire frontier line, as established by the 1st article of this treaty, there shall be authorized a free and unrestrained commerce for the exchange of commodities free of duty *(franc de droits)* between the subjects of the two countries, which commerce is to receive full protection.

ARTICLE 5. This article provides that besides the commerce existing at Kiakhta, the Russian merchants shall enjoy their old privilege, to go from Kiakhta to Pekin for commercial purposes, and upon the way it is also permitted for them to trade at Ourga and at Kalagan, either by wholesale or retail; and the Russian government shall have the right to locate a consul with his assistants at Ourga, and to build or rent houses for their accommodation. The subjects of China are also authorized to visit Russia for the purposes of commerce. It is also permitted to Russians to travel at all times in China for the purposes of trade, only that they

shall not travel at any one time in numbers greater than two hundred attached to the same caravan, and they shall be provided with Russian passes, which shall state the name of the chief of the caravan, and the places to which they are going, and they shall be allowed freely to purchase and sell merchandise.

ARTICLE 6. This article provides for the opening of a commerce at Kachgar upon the same basis as at Ili and at Tarbagatai. At Kachgar the Chinese government provides lands sufficient for the erection of a factory, with all the necessary edifices, such as stores, storehouses, churches, dwellings, and pasturages.

ARTICLE 7 provides that in the places opened for trade the merchants and subjects of the two countries shall be allowed to live in full liberty; to conduct commercial affairs without hindrance or annoyance on the part of the local authorities; and shall be allowed to frequent the markets and stores to purchase or sell, either in wholesale or retail, and either, for cash or bills of credit or exchange, as they may desire. And they are permitted to remain as long as they desire.

ARTICLE 8 provides the subjects of the two countries are under the government of the country to which the subject belongs; and for misdemeanors are to be sent to the consuls of the respective countries for punishment, &c. A Russian consul shall reside at Kachgar and at Ourga. The Chinese government is allowed to send consuls to any of the towns and cities of the Russian empire. Also provides that commercial disputes between merchants can be arranged between themselves, or can call in the aid of the consul to arrange the same. Also provides that merchants may engage in writing for houses and lands for conducting their commercial pursuits; and that the consuls may compel the enforcement of such contracts. Also provides for the rendition of fugitives.

ARTICLES 9, 10, and 11 provides how communications or despatches may be sent between the Russian authorities in Siberia and the authorities of the various Chinese localities; and how any difficulties may be arranged resulting from the execution of the provisions of this treaty; and for the recovery of lost property by the subjects of the one country in the other.

ARTICLE 12 provides that the letter mails sent from Kiakhta to Pekin and return, regularly once a month, and shall go through at most in twenty days; and that the conductor of the same shall receive from the Russian consul, and deliver up at the end of the voyage, all letters and packages intended for distribution or transmission to persons residing in the respective places. It also establishes a package express under the same conditions, only that it shall leave once every two months, and shall go through in forty days; and shall not consist of more than twenty cases, of four pounds each, (160 pounds English.) Also provided that the merchants shall have the right to establish at their own expense, if they choose, a letter post, and for which purpose they have only need to ask permission from the local authorities.

ARTICLE 13 provides that despatches can be sent to Pekin or from Pekin to the Russian frontiers at any time, either from the imperial Russian government of Siberia or the Russian minister at Pekin, without any hindrance or molestation, only that the bearer must be a Russian subject.

ARTICLE 14 provides that an additional convention or treaty may be entered into, providing any of the conditions of this treaty may be found impracticable.

ARTICLE 15 provides for the ratification of the treaty.

MARCH 31, 1861.

* * * I beg to add to this despatch upon the subject of the finances of this country.

Exchange has lately become very much depressed, partly in consequence of the very bad condition of the finances of the government. The Russian government is altogether unable to redeem the large amount of paper money which she has put in circulation, and beyond that has lately ordered an additional issue of one hundred millions of rubles. Every person feels unsafe in his financial relations, and a general crisis is expected; indeed, the mist is daily thickening, and the financial horizon becoming darker and darker; what the end will be no man can conjecture. The most gloomy apprehensions are entertained. That the imperial Russian government has the ultimate ability to pay her indebtedness and redeem all her paper circulations, no man for a moment doubts, provided she should avail herself of her collateral reservations, namely, her vast public domain. This, if sold, it is estimated, will produce sufficient to liquidate her entire indebtedness, redeem all her paper circulation, and have a surplus, the interest of which would go far to support the government in its annual expenditures.

Besides all this, the disposing of this vast and valuable public domain to actual settlers would itself add vastly to the wealth and income of the government. Whether or not the government will finally take advantage of this collateral ability to pay remains to be seen. Outside of this, no remedy can be seen for the present financial difficulties.

MAY 2, 1861.

As a matter of general interest, I beg most respectfully to inform you that the imperial Russian government has directed the construction of a telegraph along the course of the river Amoor and Usuri, from Nikolaievest, by Kahvarooka, to the port of Novgorod, which is, I believe, in the Japan sea. This line will comprehend a distance of some nineteen hundred versts. There have been directions also given for the construction of a line from Kusan (the present terminus of telegraphic communication) to Irkutsk, by the way of Omsk. This line will comprehend a distance of some four thousand versts. These lines will be constructed at the expense of the imperial Russian government, and, when completed, (and it is announced they will be in about one year from this time,) then there will remain only the distance from Irkutsk to Nikolaievest to be provided for in order to complete the telegraphic connexion between London and the Japan sea or the Pacific ocean. This middle link has not yet been authorized, but doubtless soon will be. It is also in contemplation to extend the wires from Kiuchta to Pekin and Zanchu; and, doubtless, next will be an extension towards Behring's straits, provided those on the American continent should also make advances in that direction.

The imperial Russian government has, I understand, rejected all propositions from individuals for the construction of telegraphs in this country. This determination has, it is said, resulted from a multiplicity of considerations, among which may be placed the considerable revenue which the government derives from her telegraphs; and if a successful connexion shall be made with Tin Tsin and America, the revenue resulting from the main line through Central Europe will be enormous.

I also beg to inform you that commercial intercourse between Russia and China, as provided for under the late treaty, has been fully inaugurated. On the 11th of last month the first caravan was despatched from Kiachta, by the merchants thereof, for Pekin, Tin Tsin, and other Chinese towns. This caravan consisted of 207 camels, 14 wagons, one of which contained provisions, (libensmittle,) and 21 persons, besides a number of agents and other individuals going to Pekin to learn the Chinese language, and 63,040 pounds of English merchandise. No difficulties were experienced from the Chinese. There was also a small expedition despatched for the purpose of trading with the Mongols at Ourga.

The present strength of the imperial Russian navy is as follows:

Steam vessels.—Nine ships-of-the-line, twenty-two frigates, twenty-two corvettes, twelve clippers, seventy-nine gunboats, two yatchs, twenty-five schooners, eight transports, forty-nine

small steamers, eleven shallops, and three floating docks—in all, 242 steam vessels, of 36,935 horse power, and 2,374 cannon.

Sailing vessels.—Ten ships-of-the-line, six frigates, three corvettes, nine brigs, seventeen schooners, two tugs, three tenders, thirteen transports, twelve yachts—in all, 71, and 1,477 cannon.

The entire Russian navy, therefore, consists of 313 vessels of all kinds, carrying 3,851 cannon.

The tea trade of this country, which up to this time has been monopolized by one company, and the importation confined to overland, has been thrown open to merchants of all classes, and the importation is allowed both by land and sea; the ports thrown open for sea importation are St. Petersburg, Revel, Riga, Odessa, and Archangel. The duties to be collected on tea are as follows: for the best qualities, 40 copecks (about 31 cents) per pound; for medium, 15 copecks; and for common, 3 copecks per pound.

The harbor of Cronstadt has not yet opened. Four large American ships have arrived here, and will be compelled to remain until the waters of Cronstadt shall be free from ice.

JUNE 11, 1861.

In compliance with a former conviction as to economy, the Creyenholm cotton factory, consuming some four millions yearly, have commenced to import cotton direct from America, instead of through England and the Hanse Towns, as heretofore, and throwing, as a natural consequence, the freights upon American, instead of English and German ships. * *

In consequence of the constructing of railroads in this country, which requires a large number of laborers, and other considerations, the price of labor has lately increased enormously; in view of which the agricultural community is beginning to seek machinery to perform their labor. Being entirely ignorant of the capacity of the United States to furnish the best and cheapest agricultural machinery in the world, they naturally turned their attention to England and the Germanic States for a supply; but I have the honor to inform you that I am succeeding in changing public sentiment, and lately several orders have been transmitted to New York for machines of various kinds; and, besides, an American gentleman was here a short time ago, and succeeded in disposing of a number of mowing and reaping machines, and, from present indications, I am happy to believe that before long the American agricultural machines will take the place of the English and German machines, which up to a short time ago were the only ones used in this province—the American proving much cheaper and superior. * *

JUNE 30, 1861.

In my despatch No. 6 I had the honor of informing the department that the imperial Russian government had decided upon the construction of certain lines of telegraph in Siberia, leaving only the link from Irkutsk to Nikolaievest to be determined upon in order to make the connexion perfect from England to the Pacific ocean. I now have the honor of informing the department that from a private source I have just learned that the imperial Russian government has the past month despatched an individual to Siberia with an ample supply of telegraphic instruments, with instructions that he shall pass over the country from Irkutsk to Nikolaievest, and from thence to Kamtschatka, with the view of determining the route for lines of telegraph in those directions, and that he is further instructed to have in readiness, at the end of three years, an ample supply of telegraphic operators, whom he is to have instructed at Irkutsk. Now, I am not informed if it is the intention of the Russian government to have those lines finished by the end of three years, or at that time to commence the construction; but I am inclined to think that the former is the intention.

This information has not been made public; but that it is reliable I have no doubt, as I

obtained the information from a respectable and reliable gentleman connected with the telegraphic department of this government.

OCTOBER 25, 1861.

In compliance with the General Consular Instructions, I have the honor to report that during the present year there have five American ships visited this consular district. Four arrived early last spring, and remained until the opening of the harbor of Cronstadt, when they proceeded to that place; and the fifth—the ship Adjuster, of New York, with cotton from Savannah—arrived and discharged her cargo at the Creyenholm cotton mills, and departed with lumber for England. The last-named ship left Savannah a short time before that port was declared blockaded.

In a letter which I a few days ago received from one of the proprietors of the Creyenholm cotton mills, he informed me that they have found the direct importation of cotton from America most desirable and advantageous, and that they would have had a number of ships from America with cotton had the rebellion not defeated their arrangements; but that so soon as that difficulty shall be removed they intend to recommence to receive their supplies direct from America, instead of indirect, through England, as heretofore.

Since the construction of railroads has been inaugurated in this country the price of labor has greatly increased, for which and other causes agriculturists have commenced to direct their attention to machinery as a means of labor; and as comparatively nothing was known of the capacity of America to furnish machinery suited to the purposes desired, attention was most naturally directed to their neighbors the English and Germans for a supply; that is to say, the people of this country have for a long time known that the Americans are an ingenious and inventive people, but as to what kind of machines, or prices thereof, they have remained comparatively ignorant; nor did they know how they were to be gotten from so great a distance, without a cost far beyond their real value. But I am happy to inform you that a new state of affairs is dawning.

During the annual agriculture exhibition at this place, last June, I sent to St. Petersburg for an American gentleman, who is thoroughly conversant with the movements of nearly all kinds of American agricultural machinery, to be present and conduct the practical exhibition of some American machines; and the result was all that could be desired. The nobility (who are the exclusive land-owners in this province) were perfectly delighted, not only with the working of the machines, but with the cheapness of the prices at which American machines could be delivered in this country.

At about the same time his excellency Baron Ungen Sternburg returned from his visit to America, and brought with him quite a number of American agricultural machines, which he very kindly placed on exhibition, and was kind enough to extensively explain to all interested, in a most intelligent manner, their practical workings, cost, &c. The result has been that one of the merchants informed me, a few days ago, that nearly forty thousand rubles' worth of orders were then ready to be sent away for American agricultural machines. There is no doubt that the American machines are far superior, more practical, and can be delivered in this country much cheaper than either the English or German machines; and when these facts shall be fully made known, through practical demonstrations, the English and German machines will disappear from the market.

Thus it will be seen that the great principle of direct intercourse between Russia and America (and for which I have been so strong an advocate) is being inaugurated, and which will, when fully established, lead to incalculable advantages to both countries.

It is true that for nearly one hundred years Russia and America have maintained a position of the warmest friendship, yet it must be confessed that they have also remained comparatively total strangers in a commercial point of view. Facts have demonstrated that they have

remained almost altogether ignorant each of what the other has that is useful and profitable for export, and such will continue to be the case so long as third and fourth parties are permitted to conduct the trade between the two countries. And the history of direct trade, so far as it has extended, most abundantly demonstrates the truthfulness of this position, just in proportion as Russia and America make their own trade will they develop their capabilities for mutual benefits and profit. As Russia has but a limited amount of shipping of her own, there is no reason why the twenty-five or thirty millions of American cotton, tobacco, &c., consumed yearly in this country should not come direct in American ships, instead of mainly coming first to England and the German free towns in foreign vessels, then being subjugated to costs of storage, sea shipment, &c., and then brought in foreign ships to this country. The people of Russia should be saved all these outside charges and taxes consequent on indirect trade; and, besides, there is no reason why Russian linen, for example, should not go directly to America for consumption, instead of English and German linens, manufactured from Russian raw material, or the raw material go directly to America and be there manufactured. It may be contended that labor in America cannot compete with labor in England and Germany in point of cheapness. If that be true, why undoubtedly the reverse is the case in regard to this country. Labor is quite as cheap in Russia as in England or Germany; the only difference is that in this country it wants cultivation and instruction. No country enriches itself as fast by exporting raw materials as by exporting manufactured materials, because by the former she only directly encourages the agriculturist or producer of raw material, but in the latter she encourages not only the producer of raw material, but the late owner, the artisan, and the capitalist. And direct intercourse, as it advances between Russia and America, accomplishes these great benefits to both countries, and thus adds gradually to their mutual well-being, instead of showering gold into the laps of outside nations, who probably feel little or no sympathy or interest for either.

I am far from desiring to aid in creating either animosity or jealousy on the part of other nations or people who have accumulated such vast fortunes out of the American Russian commerce towards the two countries or the people thereof by breaking down unnatural and illegitimate modes of conducting trade between nations; but it must be remembered that self-protection is the first great law of nature, and which is just as applicable to nations as to individuals. Russians and Americans must regard their own best interest, so far as they are compatible with the principles of common honesty and the true laws of political economy, and if in doing that other parties who have never had any natural or legitimate right to reap such golden harvests are damaged, it is but the result of the natural workings of cause and effect. And I will not also be guilty of committing a gross act of injustice to those English and German gentlemen who have amassed such magnificent fortunes from the Russian and American trade by intimating that they are not justly entitled to all that their energy and enterprise has or can command. On the contrary, they are worthy of all praise and commendation for conducting commercial intercourse between two collateral nations so long as those nations refuse or decline to conduct it themselves.

Why is it that England has received the reputation of being the banking-house of the world? It is simply from the facts above stated. She sends her ships to every part of the world; collects the raw products of all nations; employs her own people for manufacturing purposes, and then supplies all nations with her manufactured products, thus causing the gold and silver to flow from all points towards herself, by keeping the balance of trade in her favor; for, as is well known, manufactured products are always worth more than the raw material.

It has been abundantly demonstrated, from practical trials, that with direct shipping Russia can receive her supply of American products much cheaper than through indirect importations. And side by side with the direct importations the exportations to America have

experienced an augmentation. There are those in this country that think that Russia, being an agricultural country, has but little to export except grain; but facts show to the contrary, for in the year 1859, (1860 not yet known,) the first full year after the passage of the United States tariff of 1857, Russia increased her exportations to the United States over half a million of rubles, and this, it must be admitted, considering the limited direct trade, is no inconsiderable amount for the first year after the passage of that liberal tariff. And then, again, in the same year Russia exported to England the enormous sum of seventy-six millions of rubles worth of her products, or rather England took that amount from her, and of that amount only some twenty-four millions were grain.

It is therefore idle to talk about this vast and mighty empire having nothing to export but grain. The internal resources of Russia are incalculable. All that is wanting to make them fully manifest and profitable is energy, activity, and a speedy and cheap transport for the surplus products of the vast interior, and these are fast developing themselves.

Railroads are being constructed in almost every direction. These are bringing the fertile plains and valleys of that interior in comparative close proximity to foreign markets, and the late grand, humane, and masterly act of the Emperor, the liberation of the serfs, will add vast millions to the actual wealth of the empire. The Russian peasantry are naturally a shrewd and intelligent people, possessing much positive energy, and do not lack industry in turning a penny, particularly if they know that the profit will accrue to themselves. To achieve the fullest benefits to the gradually developing agricultural and manufacturing interests of the interior, railroad connexions are not only necessary with the great central commercial emporiums, but also with such points on the Baltic sea as will furnish a free and open outlet and inlet the entire year. To permit the vast and accumulated products to stagnate and choke up in the magazines of the merchants for several months in the year waiting for the opening up of navigation will partly defeat the very objects intended to be accomplished through the great outlay. Free and uninterrupted exit the entire year should be aimed at. This is not only possible, but without doubt will be done. These things will but require a little time, which is an indispensable ingredient in all things.

Believing that some general statistics will be interesting, I beg most respectfully to transmit from a published statement, showing the amount of the receipts and expenditures of the imperial Russian government for the year 1860, as follows:

RECEIPTS.

	R. S.
From capitation tax	51,400,000
From public domains	10,600,000
From sale of brandy	130,000,000
From tax on metals	3,500,000
From tax on imports	29,000,000
From post department	9,700,000
From stamped paper	4,600,000
From guild tax	4,600,000
From passports	1,750,000
From tax on tobacco	2,400,000
From various sources	21,570,000
From Poland	3,150,000
From registering	4,300,000
Total receipts	276,570,000

EXPENDITURES.

	R. S.
For redemption and interest on public debt	54,600,000
For imperial family	8,500,000
For the church	4,400,000
For the foreign office	2,150,000
For the minister of interior	7,000,000
For the minister of finance	28,000,000
For public lands	3,000,000
For pensions	11,000,000
For minister of public justice	4,425,000
For minister of public instruction	3,500,000
For minister of public works	9,700,000
For post department	3,175,000
For minister of war	103,000,000
For minister of marine	21,000,000
For various constructions	1,800,000
For steamers	1,950,000
For emancipation of serfs	5,000,000
For delivering brandy	6,000,000
For interest on loans on public debts	2,500,000
For other expenses	7,850,000
Total	288,550,000
Showing a deficit of	11,680,000

I beg most respectfully herewith, also, to present some statistics in regard to the trade between this country and foreign nations for the year 1859, which is the last general report published, (1860 not yet known,) as follows:

EXPORT TRADE.

	R. S.
From European Russia	149,395,965
From Asiatic Russia	12,994,779
From Finland Russia	3,273,932
Total	165,664,676

This shows an increase over the year 1858 of 14,175,647 rubles.

IMPORT TRADE.

	R. S.
To European Russia	136,186,914
To Asiatic Russia	21,404,206
To Finland Russia	1,742,966
Total	159,334,166

This shows an increase of importation over 1858 of 9,950,216 rubles.

EXPORT OF GOLD AND SILVER.

	R. S.
From European Russia	23,765,484
From Asiatic Russia	4,893,009
Total	28,658,493

IMPORT OF GOLD AND SILVER.

	R. S.
To European Russia	2,797,182
To Asiatic Russia	51,175
Total	2,848,357

This shows the exportation of gold and silver to be greater than the importation by 25,810,138 rubles.

The following will show the various articles of export and the gross amount of each in rubles, as follows:

	R. S.		R. S.
Grain	60,387,389	Iron	555,349
Wood	4,995,808	Copper	85,160
Hides, raw	994,963	Wool	918,375
Leather	1,264,644	Potassa	463,768
Flax	3,322,883	Bristles	94,075
Tallow	2,818,000	Flax and hemp seed	1,433,229
Hemp	3,489,428		

The following will exhibit the various principal articles imported, and the value in rubles:

	R. S.		R. S.
Molasses	959,710	Fruits	5,473,829
Sugar, refined	75,741	Machines	11,316,533
Oils	729,260	Manufactured paper	8,541,242
Coffee	271,656	Silk, manufactured	6,420,414
Wool	3,080,950	Woollen goods	4,416,670
Silk, raw	15,670	Linen goods	2,144,667
Wine	7,112,433		

The following will show the various countries that received the articles exported, and the amount received by each, viz:

	R. S.		R. S.
Sweden	1,216,533	Spain	133,546
Norway	606,381	Sardinia	4,838,538
Prussia	16,528,031	Tuscany	1,785,080
Denmark	1,958,322	Sicily	2,181,864
Hanse Towns	3,701,771	Austria	6,641,292
Other German states	676,461	Greece	28,070
Holland	17,360,515	Turkey	7,084,583
Belgium	1,972,064	Moldavia	1,155,143
England	76,265,987	United States	2,113,399
France	12,543,865	Other nations	80,018
Portugal	368,339		

The following will exhibit the various countries that furnished the articles imported, and the amount from each, viz:

	R. S.		R. S.
Sweden	183,416	Spain	2,228,921
Norway	2,178,443	Sardinia	249,970
Prussia	25,143,179	Tuscany	161,303
Denmark	115,926	Sicily	3,700,876
Hanse Towns	10,590,140	Austria	6,778,213
Holland	6,221,501	Greece	197,881
Belgium	1,890,663	Turkey	6,042,631
England	45,453,914	Moldavia	1,842,594
France	10,419,281	United States	8,849,071
Portugal	484,662	Other countries	2,727,679

During the same period there arrived 10,715 ships, and 10,684 departed; of which number 5,952 arrived with cargoes and 4,761 in ballast, and 9,317 departed with cargoes and 1,367 in ballast, with an aggregate tonnage in the arrivals of 1,061,356 lasts, and in the departed of 1,043,516 lasts.

ODESSA.—STEPHEN RALLI, *Vice-consul.*

DECEMBER 19–31, 1860.

As an appendix to my annual report for the year ending September 30, 1860, I have the honor to communicate some interesting accounts on four American vessels which arrived in the Black sea from Cleveland, Ohio, about six months ago, and for the details of which I am indebted to our countryman, Captain Pierce, of Clayton, State of New York, who is a part owner of them.

Since their arrival in the Black sea they have been employed to carry sleepers from Anacria (on the coast of Circassia, between Souchou Kale and Redoubt Kale) to Theodosia for the railroad under construction there. Captain Pierce entered into a contract with the railroad company to carry 90,000, including timber, at 45 copecks silver per sleeper, which is about 34 cents; and the above schooners have carried this year 70,000, performing the voyage from Anacria to Theodosia and back in about a month, and carrying, each of them per voyage, from 4,000 to 4,500, including timber.

Up to now the sleepers have been made by the railroad contractors, and our countrymen have been only the carriers of them; but Captain Pierce has concluded a second contract with the company, by which he has engaged, after closing his first contract, to make and carry 40,000 in 1861, and 100,000 in 1862, at a price of $1\frac{35}{100}$ rubles silver each, which is about one dollar.

Besides carrying sleepers to Theodosia, the above schooners have been employed at intervals to take Tartars from that port and Sevastopol to Kustendji and Varna, on the coast of Roumelia. Six passages were made by them from Sevastopol to Kustendji, and one from Theodosia to Varna.

I may here mention that the Tartars have been emigrating latterly from the Crimea to the Turkish dominions in large numbers, permission having been granted to them by the government to quit Russia, being of an extremely indolent character, and having also shown themselves to be hostile to Russia during the Crimean war.

As in the winter months the business of carrying sleepers is suspended, three of said schooners went in the autumn to Galatz to load for the Mediterranean, so as to be back early in the spring to resume their above employment. The fourth remained at Sevastopol awaiting orders.

MAY 26, (JUNE 7,) 1861.

In my annual report for the year ending September 30, 1860, per despatch No. 12, I alluded to the new regulations for passports of foreigners arriving in Russia by the European frontier and residing in the empire. I have now the honor to transmit herewith to your excellency a printed translation in French of said regulations, to which I beg to add also a translation in English, prepared for the use of Americans arriving at Odessa who may be unacquainted with the Russian and French languages. * * * * *

REGULATIONS FOR PASSPORTS OF FOREIGNERS ARRIVING IN RUSSIA BY THE EUROPEAN FRONTIER AND RESIDING IN THE EMPIRE.

Sanctioned by his Majesty the Emperor the 29th July, (O. S.,) 1860.

SECTION 1. Foreigners are admitted in Russia on exhibition either of passports, as prescribed by article 486 and 498 of the statutes upon passports, or otherwise with their own national passports or travelling books, (Wanderbücher,) furnished with visas from the Russian legations or consulates, without excepting those upon which had been inscribed, during the former residence of their bearers in Russia, "In virtue of the present document, delivery has been made of a Russian billet of residence," unless, however, the term of these last documents has not expired. The return of a foreigner in Russia with a passport, the term of which has not yet expired, does not require a new visa from the Russian legations or consulates. Foreigners can likewise be readmitted in the empire on producing passports that have been delivered to them in Russia when they departed, but on condition, however, that these passports be provided with a visa of the Russian legations or consulates, and that not more than a year has expired since the date of delivery.

SEC. 2. It is allowed to foreign Israelites, and particularly to agents of large foreign commercial houses, to go to the various manufacturing and commercial districts of Russia and reside there during a certain determined time. It is reserved to the minister of the interior to give right without appeal to petitions addressed on this subject by the Israelites in question. Legations and consulates can, however, deliver a visa passport for Russia to bankers or chiefs of large and well known houses of commerce of that nation on the general conditions adopted for foreigners going into Russia, without previously soliciting the permission of the minister of the interior, as well as to the third section of the private chancery of his Majesty the Emperor.

SEC. 3. Every foreigner on his arrival in Russia, possessing a passport in due order, is required to present himself to the governor in the first principal town of the government on his way. After having exhibited the passport with which he has entered Russia, the foreigner receives in exchange another passport, valid for residing and travelling in the empire on the following conditions, viz:

Remark.—Foreigners arriving by sea in ports receive the permits of residence in question from the local governors, if there be any in those ports.

SEC. 4. Foreigners passing through the kingdom of Poland or Finland can obtain passports for residing in the empire from the military governor general of Warsaw, or the governor general of Finland, or they can keep their national passports till they reach the place of their destination in Russia.

SEC. 5. Foreigners arriving from any frontier point by mail-coaches (and afterwards by railway) are not obliged to present their passports in the principal towns of the government on their way, as said passports can serve them till they reach the places for which they have taken tickets in the above named mail-coaches or railway wagons.

SEC. 6. National passports and travelling books (Wanderbücher) delivered by foreign governments and visaed by Russian legations or consulates, are not taken from their bearers on

their arrival in Russia, but on delivering to them Russian passports for residence in the empire the following mention is made on their national passports and travelling books: "In virtue of the present passport a separate Russian one has been delivered." The said mention will be furnished with the seal of office.

SEC. 7. A foreigner, on exhibiting a passport with which he has arrived in Russia, with the intention of obtaining a permit of residence in the empire, has to undergo an interrogatory relative to his profession, Christian and family names, nationality, birthplace, religion, and the date and purpose of his arrival in Russia. He will also be asked if he is married; a bachelor or widower; if his family is with him, and if so, he must name the persons that accompany him, indicating the age of each of them. Lastly, the description of the foreigner is inscribed. These informations are required only from foreigners with passports, on which the necessary indications are not inserted. They may be certified by the signature of foreigners, provided they consent to it. In case several persons, entered in one family passport, should desire separate ones, the same information will be required.

Remark 1.—The foregoing regulation does not require the peremptory obligation for a foreigner to present himself at the governor's chancery. Invalids and persons of high rank may exhibit their passports through the medium of a third person and furnish at domicile the necessary information. This remark applies also to sections three and thirteen of the present regulations.

Remark 2.—The chiefs of bordering governments as well as town governors must address to the third section of the private chancery of his Majesty the Emperor weekly lists of all foreigners arrived in Russia, accompanied with the informations furnished by said foreigners. It is the duty of chiefs of governments to attend duly that the weekly lists of foreigners arriving from frontier points, distant from chief government towns, should be forwarded direct to the third section by the respective custom-house officers.

Remark 3.—The above said informations are only required at the time of the first delivery of a permit of residence to a foreigner.

SEC. 8. Passports serving for leave of residence and for travelling in the interior are delivered to foreigners, upon stamped paper of the price of two rubles silver, for the term of one year. At the expiration of the term indicated on the passport the foreigner is required to ask for a new one; and he must address himself, for this purpose, to the chief of the government in which he is.

Remark 1.—The yearly passports of foreigners may be in manuscript or printed on stamped paper. The latter are printed in the printing offices of the government, and only in the Russian language. Instead of the analysis of the passport in different languages, which was formerly inscribed on the second page of the document, a separate printed paper will be added containing the regulations on foreign passports drawn out in the same languages.

Remark 2.—Passports delivered to foreign Israelites proceeding to places commonly inhabited by Israelites in Russia show that these passports are only valid for places assigned them as domicile.

SEC. 9. Passports of foreigners must have the following indications: his nationality, birthplace, profession or rank, Christian and family names, and religion. In case an individual born out of Russia arrives from a foreign country, the year of his arrival must be ascertained and the document by which he was admitted in the empire. Mention must also be made if the bearer of the passport is married, a bachelor, or widower, for what term his passport has been delivered, and by whom, and in virtue of what document. The passport must bear, finally, the description of the foreigner and his signature, accompanied, if he desire it, by exact indications, in his own language, relative to his birthplace. The passport must be signed by the chief of the government and the director of his chancery, having the seal of said chancery affixed to it.

Remark.—Foreigners supplied with passports delivered to them in Russia may travel in the kingdom of Poland and Finland and return to Russia, provided the yearly term of said passports has not expired.

SEC. 10. The renewal of the passports of foreigners is done in the following manner: The term of the passport having expired, the foreigner is required, if he be in the principal town of the government or in the district of the said principal town, to present it to the chancery of the governor. He is exempted of the obligation to accompany it with a written petition, acquitting only the cost of the stamped paper, two rubles silver. After having received the foreigner's passport, as well as the sum required, the director of the chancery must immediately have informations taken, so as to be assured that no impediments exist against the delivery of a new passport to the foreigner, and then prepare the same. The foreigner receives at the same time a receipt for his old passport and for the sum required, and they appoint the exact hour he is to receive his new passport, which must be delivered to him the same day, or, at latest, the following one. The delivery of the new passport to the foreigner is done against restitution of the above-named receipt, upon which the foreigner signs a receipt for the new passport; said receipt is attached to the old passport, which is cancelled and deposited in the chancery. If the foreigner dwells in another district it is lawful for him, at the expiration of the term of his passport, to send this document, accompanied by a petition on unstamped paper, either to the local police office of the district or to the administration of the town police. He must send with it the sum of two rubles silver, required for the stamped paper on which his new passport will be written. The said office or administration, after having received the passport and the money, immediately gives a receipt to the foreigner, and despatches the passport and the petition by first post to the chief of the government, acquainting him that the stamp fees have been paid by the petitioner. The new passport replacing the old one must be despatched from the chancery of the chief of the government to the police office of the district or to the administration of the town police by first post, and the said office or administration will be bound to deliver it immediately to the foreigner, who then returns the receipt, upon which he signs one for the passport.

SEC. 11. Foreigners residing at St. Petersburg or Moscow obtain their passports at the offices of the military governors general of said capitals, duly signed by them.

SEC. 12. Those foreigners who discharge any private duties in the two capitals, either upon salary or upon other conditions, as well as those who exercise a profession or any kind of industry, and who by that reason are subjected to the tax for the municipal permits of residence, to the profit of the municipal cash, are obliged to pay this tax on the same conditions and observing the same rules as Russian subjects. But at the payment of said tax the permits of residence in Russia will not be taken from foreigners, and receipts will be delivered to them stating that they have paid the tax, which receipts must be shown by them to the local police, together with their passports, in the same manner, according to the established order, as the presentation of the municipal permits of residence, under the penalty of the fines fixed by the law.

SEC. 13. A foreigner who wishes to quit Russia, and who resides in the chief town of a government or in the district of such a town, must present himself to the governor's chancery to get his passport, and, without giving any petition, he deposits at the said chancery his permit of residence in Russia, the sum of fifty copecks for expenses of stamps, and a certificate from the police attesting that no legal impediment exists to his departure. Thereupon a passport for departure will be delivered to the foreigner, in accordance with the order established for the renewing of passports valid for the residence of foreigners in Russia.

Remark.—The triple publication made in the newspapers of names of persons quitting Russia is abolished for foreigners.

SEC. 14. It is lawful for foreigners residing in districts to address to the police office of

said districts, or to the administration of the municipal police, petitions on unstamped paper, in order to obtain a passport of departure, joining to the said petitions their billet of residence and fifty copecks silver for expenses of stamps. Thereupon the passport for departure must be delivered, observing the established order for the renewing of the permits of residence for foreigners residing in districts; with the only difference, that the police office of the district, or the administration of the municipal police, is compelled to attest, in the report to the chief of the government, that no legal impediment exists to the departure of the foreigner.

SEC. 15. Foreigners who, for the interest of their affairs, arrive in places situated along the land frontier, provided with passports in due form, with the intention of remaining for a limited time, (not more than a week,) inform the local authorities of said frontier places on their arrival, who write on their national passports as follows: "Such a foreigner arrived in such a place, is authorized to reside till such a date, (not more than seven days;) before the expiration of said term, he must repass the frontier, and, in case of his desiring to prolong his stay in that place, or go anywhere in the interior of Russia, he must solicit the permit required for the residence of foreigners in the empire." Foreigners, whose residence at the frontier has not exceeded a week, can repass it with the same passports which have served them to cross it. But they must also show a certificate from the chief of the local police, on unstamped paper, stating that no impediment exists to their departure. If the foreigner wishes, this attestation can be written on the passport itself.

SEC. 16. Besides the tickets for three days that the bordering inhabitants of Russia and Austria enjoy, said inhabitants may be allowed to cross the frontier by means of tickets delivered to them for the term of fourteen to twenty-eight days by the chiefs of the local police offices, and this on the following conditions:

1st. These tickets are valid only for a circuit of three miles from the frontier, including only in this circuit the portion of territory of the ward or bordering district of the line of demarcation or frontier.

2d. In case the inhabitants of the frontier should require to go, provided with this ticket, in the interior of this district further than three miles, permission will be granted to him on the same ticket by the officer of the local police on a mere attestation given by the authority of the place in which the solicitor happens to be at the time.

3d. These tickets of passage are drawn out according to the annexed form, and bear the name of legitimations, (und passicrechein.) In Russia, they are drawn out in the Russian language, and furnished with a Polish translation. In Austria, the wording is drawn out in Polish, and is followed by a German translation.

4th. It is also allowed to employés, charged with the regulation of bordering affairs, to cross the frontier, provided with tickets delivered to them by their respective chiefs.

SEC. 17. Foreigners furnished with passports in due form, visaed by our legations and consulates, arriving by sea in ports for a short stay, (not more than a fortnight,) inform, on their arrival, the local authority of the port, who write on their national passport as follows: "Such a foreigner arrived in such a place, is allowed to reside till such a date, (not more than a fortnight;) before the expiration of said term, he must quit Russia by sea, and, in case of his desiring to prolong his stay, or go anywhere in the interior of the country, he must solicit the permit required for the residence of foreigners in the empire." Foreigners, whose residence in a port has not exceeded a fortnight, can go back abroad by sea, with the same passports with which they have been admitted in Russia, but in going away they must exhibit a certificate on unstamped paper from the local police attesting that there is no impediment to their departure. If the foreigner wishes, this attestation can be written on the passport itself.

Remark.—Foreigners arriving in seaports, who wish to quit the empire by the land frontier, must solicit the passport required for the departure abroad.

SEC. 18. Foreigners belonging to crews of trading vessels, wintering in our ports, receive

from the governors permits of residence in the said ports till the sailing of their vessels. In ports where no governor resides, these permits are delivered by the chief authority of the port. They must be written on stamped paper of the value of fifteen copecks silver, on the declaration, given by the local custom-house authority on unstamped paper, that said foreign seamen are really entered on the roll of those ships.

SEC. 19. Cargadors and supercargoes, arriving in ports on board foreign trading vessels, and who would require to go, for affairs of commerce, in other towns, receive from the governors, or, if there should be none, from the superior authority of the port, permits to perform the journey thither and return, valid for a month. These permits are delivered on stamped paper of the value of two rubles silver, on the declaration of the custom-house authority, as well as from their respective consuls, stating that these foreigners are really cargadors and supercargoes.

ARCHANGEL.—E. BRANDT, *Consul.*

ANNUAL REPORT.

NOVEMBER 2, 1860.

The business during the last contract season was quiet; but in the course of the summer, in consequence of increased demand from abroad, our market assumed a more active appearance, and all supplies were cleared off with a lively competition.

We beg to refer you to the following table, showing the fluctuations in the prices of our produce during the contract and summer seasons, viz:

Articles.	Contract prices.	Summer prices.
Linseed ..... per chetwert..	S. R., 7½, 8. 30, according to quality..	S. R., 8, 7¾, 8¼, 8½, according to quality..
Rye ..... do....	..do.. 5¼, 5. 35..... do.....	..do.. 5½, 5. 40, 5½, 5¼.....
Oats..... do....	..do.. 3, 3. 15..... do.....	..do.. 3¼, 3. 15, 3, 3¼, 3½.....
Wheat..... do....	No business done	..do.. 7¼.....
Flax, crown, 1st sort .... 9. 10 poods..	S. R , 49. 52, not much done	..do.. 51, 53, 54 .....
Do...2d sort ..... do....	..do.. 46. 49..... do	..do.. 48, 50, 51.....
Do...3d sort ..... do....	..do.. 43. 46..... do	..do.. 45. 47, 48.....
Flax, Zabrak..... do....	..do.. 39. 42..... do	..do.. 41, 43, 44.....
Tow, 1st and 2d sort..... 2 poods..	..do.. 5. 60 c., 5¾.....	..do.. 6, 6¼, 6. 40.....
Codilla, 2d sort..... do....	..do.. 2. 65, 2¾.....	..do.. 3, 3. 05.....
Do..3d sort ..... do....	..do.. 2.....	..do.. 2.....
Rye flour ..... do....	..do.. 68, 70, cop.....	..do.. 73, 72, 71 cop.....
Train oil..... do....	No business done.....	..do.. 2½, 2. 65 .....
Tar..... barrel..	S. R., 2. 90, 3.....	..do.. 3. 20, 3. 60.....
Pitch..... pood..	52½ c., 54 cop.....	..do.. 53, 54 cop.....
Mats..... 1,000 poods..	No business done.....	..do.. 205, 210.....
Deals ..... std. dozen..	S. R., 4½, 5	..do.. 4½, 5.....

THE PROSPECTS FOR CONTRACT BUSINESS.

From all the reports from the interior we learn with pleasure that the crops have this year been abundant, and of a very fair average quality. This fully refers to *flax*, regarding which the quantity and quality are both favorably spoken of; the latter especially as being fine, with a long and soft harl. In the face of considerable requirements abroad, and the increased consumption of the Russian spinning mills, we must be prepared to see a price of 42 to 46 silver rubles per 10 poods for Zabrak.

Linseed.—After some years of deficient crops, we are glad to be able to report of this one more favorably, both as regards quantity and quality. The supply for next year is estimated at 130,000 to 150,000 chetwerts, and prices are expected to rule at $8\frac{1}{4}$ to $8\frac{1}{2}$ to 9 silver rubles per chetwert, according to quality. Regarding to *rye*, the reports also are very satisfactory, and we expect to be able to effect purchases during the contract season at $5\frac{1}{4}$ to $5\frac{1}{2}$ silver rubles per chetwert. Should there be a brisk demand from abroad, as is reported, and thus afford a good stimulus to the market, the export may probably reach 300,000 to 400,000 chetwerts.

Oats show a good corn of bright color. The supplies for exportation are estimated at 300,000 to 400,000 chetwerts, at $3\frac{1}{4}$ to $3\frac{1}{2}$ silver rubles per chetwert. There is already a general inclination to buy. Of our other export articles we may expect about 50,000 to 60,000 barrels of tar, at likely prices of $3\frac{1}{2}$ to $3\frac{3}{4}$ rubles; 5,000 to 6,000 barrels of pitch, at likely price of 55 copecks; 200,000 mats, at likely price of 210 silver rubles; 60 cargoes deals and battens, at likely price of 5 silver rubles.

The goods remaining over consist of 17,000 chetwerts rye; 3,500 chetwerts oats; 45,000 poods rye flour; 34,000 poods pitch; 900 poods flax tow; and 1,400 barrels tar.

List of goods exported from Archangel in 1860 *in four hundred and forty-three ships and one hundred and ninety-seven coasters.*

To—	Ships.	Coasters.	Linseed.	Oats.	Rye.	Wheat.	Barley.	Flax.	Flax tow and codilla.	Tallow.	Junks and oakum.	Cordage.	Groats.
			Chetwerts.					Poods.					
Great Britain	283		48,083	295,611		2,571	1,593	201,970	139,476	2,238			
Amsterdam	57		25,738		60,975					2,734			
Maas	45		7,374		55,070								
Groningen	5				7,795								
Belgium	11		3,098		6,598			799	32,698				
France	21		1,305					15,762	27,413			327	
Hamburg	11											10,476	
Bremen	3				3,283								
Alicante, Leghorn, Lisbon	3												
Reikiavick	1				784								
Boston, United States	1		715					7,501	3,152		4,875		
Norway	2	197		215	300							8,296	32,645
Total	443	197	86,313	295,826	134,865	2,571	1,593	226,032	202,739	4,972	4,875	19,099	32,645

List of goods exported from Archangel in 1860, &c.—Continued.

To—	Rye flour.	Wheat flour.	Train oil.	Feathers.	Bones.	Animal charcoal.	Calf and seal skins.	Mats.	Tar.	Pitch.	Beef.	Deals and battens.
	Poods.						Pieces.		Barrels.			Dozen.
Great Britain				208	4,915		15,000	290,863	67,530	3,740	793	62,847
Amsterdam				1,319				18,498	725	1,367		
Maas								11,973	2,457	1,732	330	
Groningen								2,250				
Belgium								4,815				
France						2,000		2.520	1,490	640		14,087
Hamburg			45,651	2,491			56,130	12,152		1,085		
Bremen								1,040				582
Alicante, Leghorn, Lisbon									695	200		1,510
Reikiavick								300	100	380		
Boston, United States				605				3,330				
Norway	386,710	3,285						270	108	2	20	
Total	386,710	3,285	45,651	4,623	4,915	2,000	71,130	348,011	73,105	9,146	1,143	79,026

The goods remaining over consist of 17,000 chetwerts of rye, 3,500 chetwerts of oats, 45,000 poods of rye flour, 34,000 poods pitch, 1,400 barrels of tar, and 900 poods of flax tow.

Exports from the ports of the sea of Azoff in 1860.

Articles.	Rostow.	Tagaurog.	Marioupol.	Berdiausk.	Eiske.	Kertch.	Total.
Wheat ---chetwerts	603,766	663,245	331,985	473,370	18,960	7,230	2,098,556
Rye ---do	7,549	1,500					9,049
Oats ---do				5,888			5,888
Barley ---do	44,921	8,110		10,043	690	404	64,168
Flour ---poods	9,609	6,522		11,330		560	28,021
Pastes ---do	190	4,871				66	5,127
Biscuits ---do	50						50
Linseed ---chetwerts	295,422	45,285	54,573	95,050	7,800	170	498,300
Rape-seed ---do		14,118	9,377	12,506			36,001
Tallow ---poods	53,634	55,821		85,878	1,920	450	147,703
Wools ---do	138,851	16,740		13,342	19,300	513	188,746
Cordage ---do	475						475
Hemp ---do			24				24
Hides ---do	9,152	10,076	300	9,696		5,476	34,700
Tallow candles ---do						80	80
Stearines ---do						19	19
Butter ---do	37,844	17,318				774	55,936
Caviare ---do	22,955	10,961			2,362	1,995	38,273
Salt fish ---do						31,491	31,491
Salt meat ---do	23,728	67,978				180	91,886
Hog's flesh, &c ---do	3,582	2,670					6,252
Fish oil ---do						595	595
Iron ---do	66,650						66,650
Cast iron ---do	200						200
Coals ---do	30,000						30,000

NICOLAIVSKY.—H. G. O. CHASE, *Vice-Commercial Agent.*

FEBRUARY 2–14, 1861.

Since my last despatch to the Department of State in relation to foreign trade and commerce at this place, (No. 3, dated June 30, 1860,) but little of interest has transpired connected with those subjects.

In consequence of this being a free port, and not long since established, regulations in reference to obtaining statistical information concerning commercial or trade operations are, as yet, very imperfect; and the want of recognition until within quite a recent period of the United States commercial agency at this place by the Russian imperial government has also tended to increase the difficulty of obtaining any reliable information bearing upon these subjects. Since my last despatch, however, certain "municipal ordinances," which had been framed to regulate the sale of spirituous liquors, have been entirely abolished, thereby doing away with, it is hoped, great injustice which was done a portion of the foreign community engaged in trade here, by the very imperfect and partial manner in which the said ordinances were enforced.

Recently an imperial ukase by the Emperor of Russia, dated June 7–19, 1860, relating "to the rights granted to foreigners trading, &c., within the Russian empire," upon their paying a guild and license and complying with the other conditions required by said manifesto, has been made publicly known to the foreign merchants here, through the town police, by the order of the governor of this province, acting under commands from the general government of East Siberia. As this manifesto expressly states in itself that it applies to the entire possessions of the Emperor of Russia, (excepting only those in or to which exclusive rights have been granted to the Russian American Company,) it has undoubtedly come into the possession of the department, and will not, therefore, be required from here.

The government of this province, however, has, since the public notification of said manifesto, officially informed some of the foreign merchants here that the opinion of this the government of the sea-coast province is, that foreigners cannot be allowed to avail themselves of any new privileges under said manifesto other than those enjoyed previous to its commencement, until the government here has asked for and received instructions of the governor general of eastern Siberia how to construe the meaning and intent of said manifesto. In consequence of this decision on the part of these the local authorities, it is announced that no foreigners will be allowed to proceed up the Amoor for trading purposes further than the former limits, viz: the town of Sophisk, some 350 versts or about 234 English statute miles above Nicolaivsky. This construction of the said manifesto, if incorrect, is calculated to do, perhaps, no inconsiderable injury to the interests of American merchants here by confining and limiting their operations, which might be benefited possibly by the further privileges which are apparently allowed by the manifesto aforesaid. Consequently, this uncertainty as to the application and force of the law in question is a source of much annoyance and embarrassment to our countrymen here; and this instability in laws announced here, affecting foreign trading interests, might have been frequently justly complained of within three years last past in other cases.

As regards the increase and success of trade in general here, since last reports, there is very little change to note, if any, owing, in a considerable degree, to local causes and temporary ones, together with the effect of those above described. The course of trade, for a year last past, has been rather retrogressive, so far as concerns imports; and in exports there has been no improvement whatever, and if accounts which reach here from the interior of east Siberia, in the vicinity of Trans-Baikal province, (although private ones, and therefore, perhaps, not authentic,) are correct, it would seem there is at present no probability of an extensive export trade from that region. On the contrary, it is reported that supplies of beef, black flour, &c., and also the wages of laborers in that vicinity have nearly doubled, within three years last past,

in cost or price, and that the articles mentioned are yearly becoming scarcer. However, the want of perfectly reliable sources of information from that quarter (which could be had by the establishing of consulates at the most important inland places) makes it impossible to give full credence to these reports.

The country all along the banks of the Amoor itself, and some of its tributaries, is undoubtedly rich in natural resources for trade, &c., but up to the present time the Russians have not made any use of these advantages in that way themselves, and have not allowed others to do so. Should the imperial manifesto of June 7, 1860, apply to the Amoor and vicinity, it is to be hoped that matters of a commercial nature will obtain a new impetus in the right direction.

The imperial government has now upon the Amoor and its branches seven river steamboats, most of them being in good running order; and the coming summer there will be three merchant river steamboats plying between Nicolaivsky and the headwaters of the Amoor, ascending as far as the town Shaitcheusk, on the Schelker, a distance of about 3,500 versts, or 2,400 English statute miles from this place.

From the number of government boats, it seems probable that mail communication with Irkoutsk, during the summer season, will hereafter be speedy, regular, and frequent, and under the former state of trade the merchant steamboats will be quite sufficient for the transportation of all merchandise which there will be to ascend or descend the river in the regular course of trade, independent of the government supplies from the interior. The operations of the Amoor company on the river, up to the present time, have not been of any great account or importance, and, judging from the number of casualties and reverses their interests here have met with since they commenced operations, there appears to be but little doubt of their transactions having produced, as a whole, no profit, if not a loss. * * * * *

From such sources of information as we are in possession of here, it appears quite certain that the coming summer the supply of imported goods to arrive will be unusually large, and with the present limits and restrictions upon trade, the fair inference would seem to be that the market is likely to be overstocked with some articles which does not promise a very satisfactory business season.

Considerable time has been allowed to pass since my last despatch, as the place is so small, trade so confined, and means of obtaining reliable information, outside of a very narrow circuit, so inefficient, that it leaves nothing of sufficient importance to be communicated to the department.

AMOOR RIVER.—PERRY MCD. COLLINS, *Commercial Agent.*

DECEMBER 31, 1861.

Since my last annual report we find that Russia has made considerable progress in the settlement, colonization, and commerce of the Amoor River country. She has been steadily pushing a system of surveys, explorations, and scientific expeditions in the Amoor basin.

The new commercial and boundary treaty with China has opened a wide field of commerce to her subjects, which they are gradually occupying.

Irkoutsk has now become the *entrepot* for the overland Chinese trade, while Russian and Chinese merchants are enjoying under the new treaty much greater liberty, and may reciprocally enter Russian and Chinese territory, and conduct their commerce on a much more liberal scale. The post stations along the Amoor from Siberia (Trans-Baikal) to the Pacific ocean have been more thoroughly organized, and several considerable towns have already sprung into existence along the river.

Blagoveschensk, the new capital of the central Amoor region, a little to the west of the

mouth of the river Zeä, has already assumed considerable importance, and steam communication with Nicolaivsky, mouth of the Amoor, has been established.

Blagoveschensk is important in its situation, in view of commerce with Manchooria proper. It is situated only a few miles above Igoon, the seat of Chinese-Manchoo power on the Amoor, and a considerable commerce has already sprung up between the two nations at these points.

Considerable American merchandise has reached Blagoveschensk by steamboats, and undoubtedly some of it has ere this found its way through Russian traders into Manchooria.

The Russian government has opened another line of communication to the ocean by way of the river Ousuree, which debouches into the Amoor about six hundred miles above its mouth.

The Ousuree forms, from its junction with the Amoor, the eastern boundary between Russia and China in that direction, which gives to Russia all the country lying east of the Ousuree to the Strait of Tartary and the Sea of Japan. Following up the course of the Ousuree to the Lake Hinka, the division line traverses that lake, and, crossing at a low point in the coast range of mountains, follows a small stream to a point touching the northern boundary of Corea, and thence to the Sea of Japan, in about 42° north latitude. This prolongation of the Russian frontier to the south brings Russia down to a mild climate and good harbors, open and approachable the year round. This is greatly advantageous to Russia, as it gives her harbors of refuge for her North Pacific fleet, where she may repair, refit, and even build vessels if necessary.

Mineral coal and timber suitable for ship-building are found upon the coast, and the climate and soil are represented as favorable to agricultural pursuits. Along this frontier from the Amoor to the ocean, following up the Russian policy, a line of Cossack posts, for the double purpose of protection and communication, are being established, so that on this line, as well as upon the Amoor, communication will be had with the whole interior of the Russian empire. This absolutely encloses the Tartars on three sides, and cuts them off from any communication with the sea north, east, or west, except through Russian possessions.

A new city called Sofinsk, on the right bank of the Amoor, has been laid out. This place is much more favorably situated, in regard to climate and soil, than Nicolaivsky. Sofinsk is situated on the upper or southern side of Lake Keese, which is navigable, emptying into the Amoor, and extending to within about eight miles of the Bay of De Castries, at the head of the Sea of Japan.

Sofinsk, by a practicable railroad route, is about sixty miles due west of De Castries, while by water, up through the Strait of Tartary and the course of the Amoor, it is some two hundred and fifty miles distant.

If Sofinsk were made the commercial city for foreign commerce instead of Nicolaivsky, many advantages would be gained. For instance, a vessel bound for the Amoor would discharge her cargo at De Castries, and thus save the delay and danger of a voyage up through the Strait of Tartary, and the cargo would find its way by rail and water to Sofinsk, and be so much further on its way up the Amoor. Again, the climate and soil being so much better suited to agricultural purposes, would render the new city much more desirable, while its location is considered much more salubrious.

Sofinsk being inland, and yet sufficiently near the ocean, would also be perfectly safe and easy of defence against any maritime enemy, while the approaches by land are susceptible of being made impregnable against either Chinese or European enemies.

During the last year the Russian government has made considerable progress in telegraphic communication eastward from Kazan; the line has been extended to Perm, and will most probably be opened to Omsk, in western Siberia, the coming spring. This last point is twenty-five hundred miles east of St. Petersburg, on the way to the Amoor.

The following extract from a letter on the subject of telegraphs in Russia, written me by

General Chefkin, will explain fully the policy of Russia in regard to this most important question:

"ST. PETERSBURG, *November* 30, 1861.

"DEAR SIR: * * * * * * * * *

"The proposed execution of the telegraphic line from Kazan to the Amoor is divided into two sections: 1st, from Kazan to Irkoutsk; 2d, from Irkoutsk to the mouth of the Amoor river. The section from Kazan is in course of construction through Perm, Ekathrineburg, Tumen, to Omsk, and the intention is to continue it through Tomsk and Krasnoyarsk to Irkoutsk.

"The line is finished already to Perm from Kazan, and in the beginning of next year may be opened from Perm to Omsk. From Omsk to Irkoutsk the line will not be completed before 1863.

"From Irkoutsk to the mouth of the Amoor the line is proposed to be carried through Verchne-Oudinsk, Chetah, Blagoveschensk, Habarovka, at the mouth of the Ousuree, and Sofinsk to Nicolaivsky, mouth of the Amoor.

"Branches will be carried from Verchne-Oudinsk towards Kyachta, and from Habarovka, by the mouth of the Songachan, to the port of Novgorod, on the bay of Peter the Great.

"The execution of this portion of the great line will be carried on under the supervision and control of the governor general of eastern Siberia and of the minister of the navy conjointly.

"At this time the most diligent measures are being set on foot to build that portion of the line from Nicolaivsky to Habarovka, with a branch to De Castries.

"In regard to the construction of a telegraphic line from New York to San Francisco, to unite the Pacific with the Atlantic, I learned from you with the greatest personal satisfaction, and afterwards by reading to the same effect in the newspapers.

"Indeed, the union of the Old with the New World we must expect to see executed and obtained by way of the Pacific ocean, which, in my opinion, will soon appear to be only practicable, and which alone can satisfy the general expectation, particularly as the Russian government offers so many inducements by its vast plan of telegraphs begun and to be carried on without intermission through Siberia.

"In order to construct these lines in a shorter time than at first contemplated, certain measures, as much as possible compatible with the uncommon growth of telegraphic lines in Russia, will be taken.

"There are already in operation more than twenty thousand *versts*, and, with branches, almost thirty thousand *versts*, of which in the last three years there has been constructed twelve thousand *versts*, with branches extending almost eighteen thousand *versts*.

"Besides all these lines, there are many more lines to be constructed to different points particularly important to the interests of the interior of the empire.

"CHEFKIN,

"*Director-in-chief of Public Ways and Buildings, Adjutant General.*

"P. MCD. COLLINS, Esq."

In view of this telegraphic project, Lieutenant Colonel Romanoff visited the United States during the fall. He holds the position of "chief of telegraphs for eastern Siberia," under the direction of the governor general. Colonel Romanoff spent some months examining our telegraph lines and in gaining all the information possible in regard to the construction and working of long lines in our western country. He is now on his return to Russia, whence he will proceed overland to the Amoor.

A portion of the wire and other material have already been shipped by sea to the Amoor, where Colonel Romanoff will commence the construction of the Amoor section of the line, to meet the Kasan-Amoor line as it progresses eastward through Siberia.

Within the present year the Pacific line has been opened to San Francisco, uniting Cape Race with the Pacific, a distance of five thousand miles; Russia, progressing from the west towards the east, proposes to reach the Pacific at the Amoor. Thus the two great powers, Russia and America, will soon stand telegraphically face to face, looking across the intervening ocean.

A space of about five thousand miles still divides the two converging lines; but the probability is that within the next year measures will be taken that will lead to the organization of a company upon the basis of a union of the two systems—Russo-American; crossing either at Behring's strait or on a line of some of the numerous islands that dot the intervening waters of the North Pacific between America and Asia.

If this gap were filled, the whole world would be placed in telegraphic union by an overland route, without the necessity of crossing to Europe by the route of the lost Atlantic cable or the proposed Greenland route.

If this connecting link should be constructed by Behring's strait, the three continents would be united by a line having but forty miles of sea to cross, which, consequently, would insure the most reliable and cheapest mode of union.

The whole line being a land line, except at the crossing of Behring's strait, would insure it against all doubts and accidents of great deep-sea cables, and render it reliable and easy of repair and inspection.

Fifteen vessels have entered the Amoor during the year, with assorted cargoes of merchandise, stores, provisions, and materials for the government.

The government has organized a flotilla of small armed steamers, to the number of six, which ply on the Amoor, carrying the mails and government couriers. They are also engaged in making explorations along the shores, or in penetrating the tributary waters of the Amoor, and occasionally transport private merchandise.

During the year six private merchant steamers have engaged in the navigation of the Amoor. These vessels, as they ascend the Amoor and its tributaries, will gradually develop the commerce of a vast interior, which can only be reached and rendered certain and profitable by the employment of steam vessels.

A second shipment of Tartar or Bactrian camels (*Camelus Bactrianus*) has taken place from the Amoor to San Francisco. It is understood that they are to be employed in the silver mining district of Nevada, which country is, in many respects, similar to the region on the headwaters of the Amoor, where these animals are raised in great numbers, and suited, by the acclimation of centuries, to the steppes and mountains of northeastern Asia.

If it should be found profitable to employ these useful animals in the great mining districts of the Sierra Nevada, the exportation of them may become an important branch of Amoor commerce.

The peculiar physical formation of our mountain regions and basins between the Rocky and Sierra Nevada mountains, and south to the Gila and Colorado rivers, is perfectly adapted to the introduction of the northern Asiatic camel. Climate, physical condition, and the natural spontaneous herbage of our vast *intermontane* regions are quite identical with the north of Asia, where these most hardy and valuable animals abound, and serve in the absence of rivers, common roads, or railroads; serving, in fact, as "ships of the desert," where they toil patiently, self-supporting, carrying the commerce of nations numbering millions of souls on their willing backs.

Manchooria, which lies to the south of the Amoor, having a population estimated at three millions, must eventually swell the commerce of the Amoor to a large figure. No estimate upon any reliable basis can be made, because these people had, up to the late Russo-Chinese treaty, been shut in from any commerce with the outer world. Chinese policy had sealed up

the Amoor from all foreign contact; consequently, the commerce of this fertile and populous region was forced inland towards Pekin and Leotong.

The great southern affluent of the Amoor, the Songaree, which runs through the most populous portions of Manchooria, and is lined with villages and towns, empties into the Amoor at 47° 42′ north latitude. This river is near the size of the Ohio, and drains a country from five to six hundred miles square, or five times the size of New York, with climate and productions equal to Canada.

Although as yet it is only navigated by native barges, there is no doubt, from information in regard to its capacity, that steamers will be able to ascend this stream at least seven hundred miles.

The basin of the Amoor covers 582,880 geographical square miles, or more than double the superficies of the basin of the Danube.

Humboldt places the *mild zone* between the isothermal curves of 59° and 41° of mean temperature.

The axis of 50° touches the city of New York, ascends gradually to the northwest, cuts Lake Michigan, ascends gradually westward, with a slight depression as you approach the Rocky mountains, and leaves the Pacific coast in Oregon. After ascending the North Pacific, under the lee of the Alieutian Islands, it again sinks and strikes the first Asiatic land at Hakodadi, ascends on the coast of Tartary to the centre of Manchooria, and, passing through Mongolia, touches the northern extremity of the Aral sea. Further on, it runs through Astrakhan and Perekop, and, ascending through northern Europe, strikes the coast of Great Britain to the north of Hull, and nearly divides Ireland.

The axis of 40° of equal temperature touches the first Asiatic land on the Pacific at the southern point of Kamschatka; reaches the coast of Tartary to the south of the mouth of the Amoor, but holds its main course to the north of the main course of that river; passes south of Nerchensk, touches the southern extremity of Lake Baikal, and, rising gradually, passes through St. Petersburg; thence it cuts the centre of Sweden and Norway, and, entering America at Newfoundland, descends to Quebec.

Thus we find that nearly the whole of the basin of the Amoor lies within the *mild zone* of Humboldt, between 59° and 41° of mean temperature.

Within this *mild zone* maize, wheat, barley, oats, and rye, are the staple grains.

Humboldt says of Astrakhan, which he places on the axis of 50°: "I have in no part of the world, not even in the south of France or Spain, or in the Canary Islands, seen such magnificent fruit, especially fine grapes, as in the environs of Astrakhan, on the shores of the Caspian sea, in latitude 46° 21′."

Though the cultivation of the grape was not observed on the Amoor, yet the forest in the great southern bend was found tangled with indigenous vines; and, from my own observation, I would assign to the Amoor, between the Zea and Ousuree rivers, climate and soil well adapted to the culture of the grape. Indian corn, (Zea maize,) wheat, rye, buckwheat, and barley I saw myself.

Early writers on the climate and productions of the country south and southeast of Lake Baikal compare it with the mountain regions of western Pennsylvania.

That the Amoor country is capable of sustaining a large civilized white population, as much so as the best portions of northern Europe, I have no doubt from my own personal observations.

In Manchooria are the imperial preserves of *ginseng*, so highly prized in China; extensive districts are set apart for the production of this imperial root, and it is only by special permit from the officers of the crown at certain seasons of the year that it is allowed to be gathered. The spontaneous growth of this root in our northwestern country, the best in the region about St. Paul, identifies it with Manchooria in climate and soil.

Rhubarb is also indigenous to Bucharia and Northern Mongolia, which are quite identical with Nevada and the great basin of Salt Lake, and I have no doubt but that the "Turkey rhubarb" of the shops could be produced in our elevated basins between the Rocky and Sierra Nevada mountains.

Turkey rhubarb, so called, came originally from Tartary, as did also rye and buckwheat; rhubarb was first brought to Europe by the Turkish merchants who were engaged in trade with the eastern Tartars, whence its name. This root is found all along the southern slope of the Altai, and has been cultivated with success on the head waters of the Amoor.

I have been led to these reflections as to the physical nature of the Amoor country, by the constant inquiry as to the productions of the country. Many intelligent persons, interested in the commercial development of northeastern Asia, and the extension of American commerce in that region, absolutely doubting whether the country can be inhabited by civilized Europeans, therefore I will be excused if it should be considered that I have laid too much stress on this specific inquiry as to the flora, climate, and physical condition of the country.

Some think it too cold and too far north ever to attract American enterprise and well-organized commerce. A more patent error never was indulged in; there is no country so recently and newly opened to our enterprise that has advanced more rapidly in favor to those who have taken the trouble to investigate the facts.

Never, in the history of newly-acquired distant countries by any European nation, has there been equal progress as we have seen on the Amoor.

The first American ship entered the Amoor in 1856, and in that year the first organized settlement was set on foot by Russia. No foreigner outside of Russia had ever seen the Amoor, from its sources to the sea, until I accomplished the voyage myself; nor was a foreigner ever before permitted to visit the Amoor, either by Chinese or Russian authority. Consequently it is a very new country; and the fact that we now have a number of American merchants and merchant steamboats upon the Amoor, proves that somebody has discovered its value in a commercial point of view.

Private enterprise is always selfish; consequently, there may be persons disposed to depreciate the value of the Amoor to our commerce. I have constantly, both publicly and privately, endeavored to state nothing but the facts, so that the public may reap the benefit of this newly-opened country to our commerce and expansion.

I know of no country on the face of the globe where greater results are to be obtained, by equal means employed, than in northeastern Asia. The opening of it, so far, has cost our government nothing; and if a tithe of the money expended on Japan, however beneficial, were expended on the Amoor, the advantages gained would most certainly be proportionate to the outlay. In fact, the Amoor is an adjunct to Japan; they are on the same system of waters—the North Pacific; the coast of Tartary lies broadside to the Japanese Islands; climate, soil, and productions are not very dissimilar. But happily for commerce, which depends as much upon diversity of labor, and accident of habits, manners, and customs of nations, as upon climate, soil, and natural productions, the two countries are well suited for an exchange of commodities, of which our enterprising merchants will not long remain idle spectators.

Much of northeastern Asia is covered by flocks and herds; its people are herdsmen, and eschew agriculture and manufactures; consequently we shall be the more benefited by coming in contact with them. Her people require and desire the products of our shops and looms, our engines, machinery, and implements; we desire their raw material; the exchange, under like circumstances, has always proved vastly profitable to commerce. Imagine five to ten millions of people, with whom such exchange can be made, and it needs no prophet to fortell the profitable results.

HELSINGFORS, (FINLAND.)—R. FRENCKELL, *Consul.*

DECEMBER 31, 1860.

I have the honor to send enclosed a detailed report on the commerce of the Grand Duchy of Finland, which proves that there has been a commencement of a direct trade with the United States, and that the commercial relations between the two countries, though not very considerable yet, promise to become of a certain importance. * * * *

REPORT ON THE TRADE OF THE GRAND DUCHY OF FINLAND.

For these last years a considerable and general increase has been observed in the commercial and industrial life of Finland, in spite of many exterior circumstances which had a hindering effect upon the activity of the nation during the war between Russia and the western powers of Europe. Not only the trade of Finland with foreign countries was stopped, but its mercantile navy was in a pitiable manner reduced by the enemy. After the peace the ship-builders redoubled their activity, and business was carried on on a large scale. Subsequently the great monetary crisis spread its deplorable effects even over this country. Considerable sums were lost by the Finnish exporters, especially on English houses, and these losses were scarcely forgotten, as in the year 1859 a very unfavorable state of the exchange acted detrimentally on the trade of the country, to which circumstance must be added the insufficiency of the coinage and the scarcity of notes of small value, the want of which was especially felt among the trades people and the lower classes.

Notwithstanding all these unfavorable circumstances, the export trade in 1859 exceeded that of the foregoing year, having amounted to 4,615,833 silver rubles against 3,302,167 silver rubles in 1858.

But not only the commerce prospered; several large industrial enterprises were also undertaken, and I am happy to state that there has been a commencement of a direct trade with America, which trade seems to become of no small importance, as acting on articles and raw materials of great value. America is already carrying on an improving commerce with Finland in cotton, tobacco, and sugar, the manufacturers of this country having found it correspondent with their interest to import the raw material direct from the producing country. Thus, for example, two cargoes of cotton, of the value of 183,723 silver rubles, were this year directly imported from the United States, one coming from Charleston, the other from New Orleans.

The whole imports from the American continent exceeded in 1859 those of the foregoing year by 595,695 silver rubles. The mercantile navy of Finland consisted at the end of 1859 of 479 vessels and 108,976 tons, not including 1,080 vessels, of 67,782 tons burden, employed in the coasting trade.

The following table gives a return of foreign shipping which entered and cleared from ports in the Grand Duchy during the year 1859:

Whence coming.	ENTERED.					
	Finnish.		Vessels of the country, whence coming.		Others.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	49	13,256	29	7,014	66	15,514
Russia	620	67,952	159	13,662	130	30,250
Sweden and Norway	166	10,456	98	11,146	3	374
Denmark	183	27,042	10	1,788	9	1,654
France	2	584	4	234	5	900
Germany	154	20,440	40	6,942	9	1,450
Other countries	85	25,382	9	1,268	18	3,664
Total	1,259	165,112	349	42,054	240	53,806

Total entered, 1,848 vessels of 260,972 tons.

Whither bound.	CLEARED.					
	Finnish.		Vessels of the country, whither bound.		Others.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	59	20,566	101	21,358	85	21,884
Russia	607	55,978	84	9,708	20	2,970
Sweden and Norway	145	10,770	80	7,714	5	728
Denmark	190	27,370	----------	----------	10	1,120
France	8	2,300	19	1,768	21	5,456
Germany	147	17,208	6	504	15	2,438
Other countries	62	16,210	10	1,186	36	6,354
For orders	95	25,316	----------	----------	42	10,448
Total	1,313	175,718	300	42,238	234	51,398

Total cleared, 1,847 vessels of 269,354 tons.

It is well known that the chief articles of export from Finland consist in the produce of its vast forests, as deals, battens, round timber, spars, laths, firewood, potash, and tar. But even mineral productions, as iron and granite, and agricultural articles, as horned cattle, sheep, pigs, bacon, butter, and tallow, are exported. It cannot be doubted that the export will considerably increase with every year, in pursuance of the continually ameliorated ways of communication. A railway which soon will be opened between Helsingfors and Tavastehaus, and the canal of Sainaa, which joins the large waters of the northeastern part of the country with the Gulf of Finland, will in an important manner contribute to make the vast forests which cover the greater extent of the Finnish territory accessible to the foreign trade.

The following return will specify the principal articles exported in 1859, and their value according to official reports:

	Silver rubles.
Timber, deals, battens, &c	1,815,467
Firewood, 42,303 fathoms	191,927
Tar, 31,939 barrels	99,880
Pitch	19,727
Iron and steel	388,540
Butter	339,453
Fish	115,933
Coals	99,747
Woven goods	87,960
Potash	36,140
Tallow	16,234
Lucifer matches	15,454
Spirits	25,034
Salt meat	19,554
Bristles	32,700
Cattle, 2,378 pieces	32,430
Sundries	1,279,653
Total	4,615,833

Of these exports—

	Silver rubles.
America took	36,634
Great Britain took	1,091,107
Russia took	1,556,954
Sweden and Norway took	627,200
Germany took	386,764
Spain took	290,880
Denmark took	272,453
France took	261,907
Holland took	79,200
Portugal took	4,107
Belgium took	3,600
Australia took	2,860
Italy took	2,167
Total	4,615,833

The annual increase of the exports from Finland will be seen by the following table, viz:

	Silver rubles.
1855	1,690,193
1856	3,434,040
1857	4,336,540
1858	3,302,167
1859	4,615,833

The imports during the same year, 1859, consisted principally of the following articles, viz:

	Pounds.	Silver rubles.
Cotton, raw	3,041,347	559,740
Cotton, twist	237,895	89,427

	Pounds.	Silver rubles.
Tobacco	2,439,691	303,827
Sugar	5,847,232	1,017,520
Coffee	4,667,100	910,573
Salt	.....	282,300
Corn and grain	.....	1,171,067
Manufactures:		
Woollen goods	239,273	
Cotton goods	163,100	
Linen	154,007	
Silks	85,653	
	———	642,033
Iron and steel		944,326
Spirits		207,020
Wines		133,513
Coals		152,227

The exports from the port of Helsingfors amounted in the same year to the value of 269,680 silver rubles, showing an increase of 37,440 silver rubles in the year 1858. The imports during the same period were considerable, showing a total of 2,067,480 silver rubles.

The principal reason for this large sum of the imports proceeds, for a great part, from the circumstance that Helsingfors is the centre of the steam navigation with Germany, Russia, and Sweden.

The aggregate number of vessels which entered inwards at the port of Helsingfors was 316, of 39,654 tons burden. The departures amounted to 244 vessels, of 34,720 tons. Total vessels entered and cleared at Helsingfors, 560, of 74,374 tons.

In the lapse of the year 1860 three American vessels arrived at ports of the Grand Duchy of Finland.

At Helsingfors entered, on September 24th, the bark "*Anna*," of New York, of 421 tons, Master Edgar M. Tuthill, with a crew of 12 men, loaded with sugar, from Havana. Value of the cargo, 80,000 silver rubles. Cleared for Cronstadt, in ballast.

At the port of Christinestadt entered, on May 8th, the bark "*Lyman*," of Boston, of 369 tons, Master Edward Humphrey, with a crew of ten men, loaded with 1,280 bales (or 567,223 pounds, American weight) of cotton from Charleston, South Carolina. Value of the cargo, 69,288 silver rubles. Cleared for the Mediterranean, with planks and tar.

At the same port entered, on July 3d, the bark "*Harriet Hazeltine*," of Boston, 528 tons burden, Master T. E. Drinkwater, with a crew of 12 men, loaded with 2,000 bales (or 901,440 pounds) of cotton, from New Orleans. Value of the cargo, 114,435 silver rubles. Cleared for the Mediterranean, loaded with planks and tar.

GALATZ.—C. F. LANGDON, *Consul.*

JANUARY 15, 1861.

I have the honor to enclose quarterly returns of arrival of American vessels at the ports of Galatz and Ibraila for December 31, 1860.

These vessels arrived here seeking freight to ports in the Mediterranean. They are still in Ibraila, whither they all proceeded to load, and are at present ice-bound—the Danube having been frozen over on the 10th instant—and have on board full cargoes of wheat for Marseilles.

The winter being unusually severe, the Danube navigation is not expected to open before

the middle of March, when American vessels or vessels of other neutral flags will command high freights, owing to the troubled state of European politics.

APRIL 15, 1861.

I have the honor to enclose quarterly return of departures of American vessels which have departed from Ibraila to March 31, 1861.

Enclosed is also a list of American vessels departing from Galatz and Ibraila during the years 1859 and 1860, showing the proportionate number of vessels departing from each port, with nature and value of their cargoes. Most of these vessels arrived here with cargoes from Great Britain; but particulars could not be obtained, as no date of their arrival or departure was taken by the preceding incumbent of this office.

APRIL 18, 1861.

* * I have to observe that Galatz and Ibraila are rapidly rising in wealth and population. What a few years ago were clusters of huts have now become large and flourishing cities, outrivalling the trade of Odessa, and from the time these cities received the first impetus towards improvement they are steadily advancing in importance.

About 2,000 loaded vessels of all nations depart annually from these ports, exclusive of steamers. The value of their cargo inward and outward amounts to over $12,000,000, in which trade American vessels might find profitable and remunerative employment. Already American vessels are beginning to frequent these parts and avail themselves of the employment and advantages offering.

The class of American vessels visiting these ports are lake vessels, admirably adapted for river navigation, carrying the largest cargoes, whilst their draught of water in the river is equal to that of the smallest vessel sailing on the Danube; rendering them, in fact, the only vessels fit for the navigation of the Danube. An ordinary vessel of their size would have to pay expenses for lighterage to such an extent that, on chartering, it would be uncertain whether the freight would be remunerative or not; whereas these vessels, requiring no lighterage, can depend on a more remunerative freight than could be obtained in a seaport. A few years ago the Dutch flag was a comparative stranger to these ports; last year over a hundred of these vessels arrived, and a still greater number is expected this year. American vessels having an advantage in respect of lighterage would be more easily induced to frequent these ports, and thus have the American interests increased in the Black sea. To obtain this desired end, frequent and copious reports should be remitted for the information of ship-owners, to keep them conversant with the state of the trade. Steam up and down the river might be introduced, and goods from the United States be imported with great advantage, for these and other considerations into which I could not enter in the limited space of a letter. * *

AUSTRIAN DOMINIONS.

VIENNA.—EDWARD C. STILES, *Consul.*

MARCH 31, 1861.

Trade, for the present, is almost entirely suspended. The *new tariff*, and the disturbed state of affairs in this country and America, have led to this result. I am in hopes, however, that trade will soon be resumed.

APRIL 1, 1861.

I have the honor to forward a statement of the imports and exports of the Austrian empire for the year 1860, together with a few items as to productions, manufactures, &c., &c.

Imports from January to December 31, 1860.

	Centners.[o]		Centners.
Coffee	399, 390	Silver, raw and broken	881, 261
Tea	4, 952	Gold coins	20, 298
Sugar, refined	4, 655	Silver coins	159, 190
flour	1, 257	Cotton, raw and manufactured	897, 151
sirup	26, 773	Flax and hemp	106, 852
Tobacco, raw	68, 779	Wool	216, 655
manufactured	1, 749	Silk	5, 481
Rice	66, 564	Cotton yarn	130, 360
Flour	98, 465	Woollen yarn	34, 714
Oils	352, 991	Linen yarn	31, 983
Wines	97, 346	Silk goods	3, 585
Coals	4, 687, 048	Leather	44, 085
Lead	2, 210	Glass	24, 321
Iron	360, 940	Wooden wares	54, 797
Zinc	30, 133	Railroad cars	70
Metals—copper, brass	37, 323	Machinery, instruments	109, 907
Gold, raw and broken, pounds	1, 168		

Exports.

	Centners.		Centners.
Sugar	7, 561	Flax and hemp	60, 087
Tobacco, raw	65, 765	Wool, raw and manufactured	244, 301
manufactured	87	Silk, raw and manufactured	321, 669
Corn legumes	7, 036, 538	Silk stuffs	7, 252
Rice	83, 899	Cotton yarn	8, 555
Flour	612, 307	Linen yarn	20, 236
Oils	43, 345	Woollen yarn	3, 772
Wines	192, 077	Cotton goods	33, 348
Wood	380, 665	Linen goods	71, 162
Coals	5, 575, 966	Woollen goods	57, 251
Medical stuffs	227	Leather	20, 500
Coloring stuffs	15, 912	Wooden wares	108, 648
Lead	7, 595	Glass and glass wares	210, 532
Iron, raw and manufactured	242, 912	Earthen wares	35, 912
Quicksilver	2, 515	Iron wares	137, 080
Zinc	5, 938	Metal wares	5, 530
Brass, copper, &c.	7, 055	Railroad car	1
Gold and silver, raw, pounds	323	Pianos	5, 096
Gold coins	25, 065	Matches	74, 144
Silver coins	778, 005	Rags	30, 317

[o] One centner equals 125 English pounds.

The whole value of the trade amounted—

	Florins.
For imports	229,231,472
For exports	306,849,716

According to this statement the value of exports exceeded those of imports 77,618,224 florins.

This result was principally produced by a decrease in the imports of brown sugar, corn, cattle, iron, and leather wares; and by an increase in the exports of corn, woven and fancy goods, glass and earthen wares.

The whole amount of duties received were as follows, viz:

	Florins.
Imports	12,792,592
Exports	483,133
Transitu	85,036
Total	13,360,761

The value of goods exported to the United States, and certified at this consulate, during the year, amounted to florins 2,272,240.85 k.

As all goods are forwarded either by Bremen, Hamburg, or Trieste, I give the length of the principal railroads extending to these places, as also the charges on freights, inclusive of all charges:

Südbahn, (southern road.)—From Vienna to Trieste, 78½ German miles, or 355¼ English. Freight, per Zoll. centner, florins 2.76 k.

Nordbahn, (northern road,) Austrian terminus, Bodenback.—From Vienna to Bodenback, 71 German miles, or 329½ English.

From Vienna to Bremen, 151 German miles, or 679½ English. Freight, per Zoll. centner, 2 thalers, equal to 3 florins, Austrian silver.

From Vienna to Hamburg, 142 German miles, or 639 English. Freight, per Zoll. centner, 1 thaler, 25 groschens, equal to 2¾ florins, Austrian silver.

TOBACCO MONOPOLY.

The prices of tobacco leaves, produced in Hungary, Servia, and the Banat, were fixed by the government at the following rates:

I. Common leaves, from 1859 to 1861, per centner, 10, 8, 6, and 4 florins. (The prices are fixed for three years in advance, as the arrangements in tobacco culture require some expenses beforehand.)

II. Fine leaves.—Cigar leaves, from 1859 to 1861, 20, 16, and 13 florins.

Tobacco leaves, from 1859 to 1861, 14.50 k., 11, and 6.50 k.

There are dates before me concerning the prices from the year 1843, before the monopoly was introduced, which I beg to quote: Per centner, 2, 3, 4, 5, 6, 7, 8, and 10 florins, which shows that the prices paid by the government are more favorable than they were in 1843, (free trade.) It is, however, worthy of mention that the prices in general have undergone so great a change that the above-made comparison is of no great importance. Nevertheless,

the prices paid by the government have apparently satisfied them, as the increase in the culture, since the introduction of the monopoly, is shown by the following statement:

Year.	Ground cultivated.	Amount of tobacco produced.	Year.	Ground cultivated.	Amount of tobacco produced.
	* *Tochs.*	*Centners.*		*Tochs.*	*Centners.*
1852	26,698	179,822	1856	37,897	426,052
1853	29,154	219,918	1857	44,225	364,020
1854	31,522	365,519	1858	67,458	579,523
1855	36,854	437,215	1859	98,116	1,153,394

* Toch = $1\frac{3}{10}$ acre.

During the eight years the average production per toch amounted to 10 centners, and in money to 82.90 florins.

The home consumption has increased, but not in proportion to the amount produced. The export has been limited.

During the last ten years 556,259 centners Hungarian tobacco leaves have been exported to foreign countries—the largest part of which was made to France and Italy for their respective royal manufactories. Efforts have been made to sell Hungarian tobacco to Bremen and Hamburg, but without success.

With a degree of certainty the exports may be stated as follows:

	Centners.
France	40,000
Italy	28,000
Total	68,000

As Russia produces a large quantity of tobacco, which it exports on very moderate terms to Sweden, Denmark, Bremen, and Hamburg, and furthermore, as Turkey and the principalities produce more than they require for their own consumption, an increase in the export of Hungarian tobacco is not to be expected. To avoid an over production and its fatal consequences to the government and producers, the former have limited the license of those countries where the soil was not favorable to the production of good leaves.

Result of tobacco trade during the year 1860.

CIGARS.

Home manufacture	823,358,572
Foreign manufacture	14,511,810
Snuff, centners	53,640
Smoking tobacco	458,191

Amount of sales:

	Florins.
Cigars, home manufacture	20,166,397
Cigars, foreign	1,345,151
Snuff	6,166,458
Smoking tobacco	24,998,955
Total	52,676,961

From foreign countries 65,000 centners raw tobacco have been imported for the imperial fabrics

COTTON.

The Austrian empire contains about 200 cotton manufactories, with 1,600,000 spindles. The consumption of cotton amounts to 250,000 centners a year; of which the East Indies furnish 100,000 centners; America, 120,000, and Egypt, 30,000.

COTTON INDUSTRY.

This branch of industry has been rapidly progressing, and the perfection in taste and quality has caused orders from almost all countries. There are about 30 manufactories in Vienna for fancy goods, furniture stuffs, and carpets. Shawl weaving occupies the first place in Vienna. For shawls and shawl stuffs about 3,900 looms are at work.

Cotton stockings are a very saleable and important article for export to Egypt.

Reichenberg, (Bohemia,) now the chief place for cotton spinning and industry, had, in the year 1809, only one spindle, with a few hand machines; whereas, at present, the spindles amount to 300,000, and the consumption of cotton spun upon them to 90,000 centners; number of workmen employed, 5,050; 50 cotton weaving; number of establishments in the county of Reichenberg, 2,200; in which 85,000 workmen are employed, and 1,600,000* yards of cotton goods, of the value of twenty-three millions of gulden, are manufactured. Next to Reichenberg, in cotton industry, comes Brünn, (Moravia,) where 4,200 looms are at work, all of which are hand looms, (the power looms have not as yet been introduced.) The whole manufacture amounts to the value of 3,500,000 gulden a year.

Olmütz (Moravia) has about 30,000 looms; the cotton yarn used amounts to 43,000 centners a year. The sale of the cotton goods manufactured there is confined to Austria and Turkey.

Troppau (Silesia) is famous for the manufacture of table cloths and colored napkins, the value of which annually amounts to 2,000,000 florins. There are a few places in Hungary and Transylvania where cotton is worked, but not to any great extent.

SILK.

Without dwelling too long, in general remarks, in regard to the culture of silk, I will state that a silk gown requires in general $15\frac{1}{2}$ ells when the silk is $\frac{5}{4}$ wide, or 26 ells when it is $\frac{7}{8}$ wide, which weigh, in light stuff, $16\frac{1}{2}$ ounces, and in heavy 1 pound $3\frac{3}{4}$ ounces, of which from 5 to 8 ounces may be deducted for coloring. Now, if one ounce of silk requires from 90 to 95 cocoons, one pound of silk would require 2,880 to 3,040 cocoons; according to which a light silk gown would require from 1,445 to 1,547, and a heavy one from 3,117 to 3,348 silk worms to spin. Take the culture in the round number of 4,000 worms, and the nourishment of two ounces mulberry leaves for each worm, these 4,000 worms would require two and a half centners leaves, viz: three strong (twenty years) trees. The price difference between cocoons, raw silk, and silk goods is as follows: 12, 18, 130.

In Austrian Italy, the Tyrol and Hungary, the average production of raw silk is 72,000 centners. It represents a value of eighty-four millions of gulden. Upon the purity and perfection of the leaves the quality of the silk depends. The mulberry tree, as is known to silk-growers, requires a sandy, loose, rich, or dry, rather than a damp soil, protection from the wind, and a mixed manure, consisting of decomposed sheep and goat dung. In Greece a trench is dug around the tree, and then filled with this composition. It has proved most successful. A new method has been discovered by Hooibrenk, royal imperial gardener at Schonbrun, by which the production of leaves has been increased fourfold. The method is simple, viz: *by bending the branches of the tree downward.*

* Eight Austrian yards (ell) are equal to seven English yards.

In Vienna the manufacture of silk ribbons is of the first importance, and her only important rival is Lyons, France. The manufacture of silk stuffs is divided into three branches, in the production of plain, printed, and fancy goods. As to the first sort the Vienna fabrics are superior to the French and Swiss with regard to quality, though not in prices, as the raw materials and wages are higher. Only light stuffs are manufactured here, at moderate prices; whereas, in heavy stuffs, the Italians, and in "moirée antique" the French and English have the preference. As to printed silk goods, the manufacture of shawls six years ago engaged from 1,000 to 1,200 looms, but has now decreased to about 200 looms, in consequence of English manufacture from East Indian silk, and the competition of Lyons, and of late years those of Elberfeld and Crefeld, (Germany.) With respect to fancy stuffs, the Viennese have to contend against Swiss competition, where the wages are so low that it is enabled in this branch to take the lead of all other countries.

A considerable increase has taken place in Austrian manufacture of silks for furniture, carriages, church, and standard stuffs, and the export of these articles to Russia, the principalities, Constantinople, Cairo, the East Indies, and Java, is worthy of imitation.

In Vienna, there are at present thirty large silk manufactories, and about two hundred and thirty small ones, which give employment to about 3,000 males and 5,600 females, with 4,700 looms.

BEET-ROOT SUGAR.

The beet-root sugar industry, originally the result of continental embargo by Napoleon I, has gradually been cultivated in all the States, under protection of their governments, by making the duty free. Gradually the time arrived when this article was enabled to contribute to the revenue of the states.

It first began in France, and at a later period in Austria. At present, statistical documents prove beyond doubt that notwithstanding the taxes now imposed on beet-root sugar, the increase of cultivation of the beet has been so extensive as to throw foreign sugar almost entirely out of the market. In 1857 there were 109 sugar manufactories, producing 9,124,000 centners; in 1858 the number of manufactories increased to 116, and the amount produced to 10,315,000 centners; the amount of taxes imposed on this sugar from 1857 to 1858 was 67 per cent. In 1859 the number of manufactories increased from 116 to 128, and the quantity of roots manufactured to 16,281,000 centners, and the amount of taxes to 79 per cent. The whole consumption of sugar in 1857 amounted to 1,156,000 centners, of which beet-root furnished 55 per cent. In 1858 the consumption was 1,254,000 centners; beet-root furnished 57 per cent. of it, and at the end of 1859 only 152,179 centners of foreign sugar was imported; whereas 1,130,000 centners of beet-root sugar has been manufactured. Although the result appears to be satisfactory, nevertheless, about the end of 1859, complaints were made by the cultivators on the lamentable state of this branch of industry, which complaints were so loudly continued in 1860 that an investigation was made. In 1856 and 1857, an uncontrolled speculation threw itself on merchandise, and principally on sugar. The prices largely increased, and immense quantities were hoarded in the hands of these speculators. Now the crisis arrived, the prices fell, the goods were to be sold and thrown on the market at any terms. So the manufacturers had to suffer by the over speculation.

Another evil was the over production; the profit which the growers derived from this branch of industry made new beet-root fields and beet-root sugar manufactories multiply. The favorable beet-root harvest of 1858 and 1859 still produced an increase of beet-root sugar. In order to obtain a successful progress the government adopted the following means:

1st. The introduction of Austrian sugar into foreign markets.

2d. Change in the mode of levying taxes.

3d. Granting a year's credit for the payment of taxes for this article.

GLASS.

The glass of Austria is famous throughout the world, and, in fact, forms one of the items of the "trade" of the empire. The chief manufactories are at Haidd and Steinschonau, (Bohemia,) Brünn and Olmutz, (Moravia,) Vedenburg and Pressburg, (Hungary,) Lemburg and Brody, (Austrian Poland.) The finest glass is manufactured at Haidd and Steinschonau, at which places more than 5,000 families are employed, and about 116,000 centners glass goods are produced.

Journeymen receive from 15 to 36 kreutzers, and apprentices from 10 to 20 kreutzers per day. The exports of Haidd, have been steadily on the increase for the last twenty years; and to the low rate of labor must be attributed the cheap prices of its glassware. At Brünn and Olmutz only common glass articles are manufactured.

The glass manufactured in Hungary is worthy of mention, as its improvements and steady prices place it next after Bohemia; Lemburg and Brody manufacture glass of second and third rate quality, which is exported to the principalities.

FINANCIAL AFFAIRS.

The rapid depreciation of the Austrian currency and state papers could not but produce a most alarming impression on all the inhabitants of the empire. "If silver rises to 54 per cent. agio, without Austria being engaged in a war, how high will it rise in case active hostilities should commence?" This was a question asked by every one. The finance minister, feeling the task too difficult to be solved by one man, requested the different chambers of commerce in the empire earnestly to deliberate the question, and to report their opinions as to the best means of remedying this evil, which is rapidly ruining the state. The answers of all the chambers are before me, and I beg to give you that generally considered as the most practical. The Chamber of Commerce in Voralberg (Italian Tyrol) is of the opinion that, lamentable as the state of national currency is at present, salvation is still possible. However, radical measures must be immediately adopted without fear or hesitation. The measures are these:

1st. To make the bank (which at this time is the treasury of the state) entirely independent;
2d. To grant a liberal constitution with a responsible ministry;
3d. To borrow five hundred millions from the church estate, *without interest.*

Debt of the State to the national bank.

	Florins.
At four per cent	22,610,798
At no interest	22,583,009
New debt, covered by estates	92,860,353
Other demands of the bank	119,000,000
Total	257,054,160

State of the national bank.

	Florins.
Silver, (in vaults)	89,167,926
Notes in circulation	474,861,562
Silver accordingly compared to paper, as 1 to $5\frac{33}{100}$:	
Bills in the portfolio	58,165,744
Advances of money on state papers	54,234,080

By this statement it is shown that the state of the national bank is now much better than it was in the year 1859; and that the silver in its vaults, compared to notes in circulation, is more favorable than it was in the year 1855.

In conclusion, I would state that in the above report I have only mentioned a few of the principal articles produced and manufactured within the district of my consulate, (which embraces the largest portion of Austria,) and I will also state that more than two-thirds of the exports from this country to the United States are certified to here.

APRIL 1, 1861.

As the events of the past year have so frequently brought the name of Austria before the inhabitants of the world, (full of deep interests and unlucky events,) I deem the present a fitting time to lay before the department a report of her position, taken from the latest published statistics in the empire, as to her population, agriculture, mechanical arts, mineral productions, means of transportation, trade, commerce, &c., &c.

POPULATION.

The first correct census that ever was taken in Austria is that of the year 1857, according to which the whole population amounted to 37,754,856, including Lombardy; but, as this province has been ceded to Piedmont, the present population of Austria amounts only to 34,029,856.

The Austrian empire contained before the cession of Lombardy 12,120 square miles;* from which number 392 square miles, the area of that province, have to be deducted. The average density of the population is 3,203 to the square mile; the extremes of this population are 1,179 to the square mile at Salzburg, and 5,527 at Venitia. Of the population of 1857 there were 2,091,204 persons in foreign countries, which is equal to an average of 5.68 per cent., which ratio increases to 13.05 per cent. in Bohemia and decreases to 1.65 per cent. at the "Military Boundary."† According to their nationality this population is divided as follows, viz: 14,684,447 Sclavonians, 8,290,214 Romans, 8,980,240 Germans, 4,914,172 Magyars, and 1,142,794 of other Asiatic origin.

Divided according to the different religious sects, we find the following numbers and proportion:

Roman Catholics	23,871,551,	equal to	68.96	per cent.
Greek church, (united)	3,526,951,	"	10.18	"
Greek church, (not united)	2,918,126,	"	8.43	"
Evangelical, (Augsburg confession)	1,963,785,	"	5.68	"
Evangelical, (Helvetic confession)	1,218,831,	"	3.52	"
Unitarians	50,870,	"	0.15	"
Arminians	13,250,	"	0.04	"
Jews	1,048,147,	"	3.03	"
Others	3,955,	"	0.01	"

The average difference in the numbers as to sex is a small one, viz: 10,044 females to 10,000 males. The average percentage of the married male population is 36.4; the extremes of this ratio we find in Hungary, with 42 per cent., and in the Alpine districts, with 24 per cent. The producing classes—agriculturists, mechanics, &c.—count up as follows: 3,671,469 who work on their own account; 6,833,366 assistants and day laborers. The insane comprise 0.1 to 0.2 per cent. of the population; the blind average 0.10 per cent., and the deaf and dumb about the same. The number of the blind has been decreasing since the introduction of inoculation.

* The Austrian square mile is equal to 21.15 English miles.

† That province of Austria which joins Turkey, and whose entire male population has to do military duty to protect this boundary against Turkish invasion.

I now come to the five great divisions:

1. Agriculture.
2. Minerals.
3. Mechanical arts and trades.
4. Transportation.
5. Commerce.

1. Agriculture.

This head is subdivided as follows:

A. The ratio between the arable and the barren soils.

B. The different uses made of the soil that is capable of cultivation.

C. The different modes of cultivation.

D. The computation of the quantities raised, and of those consumed of the different products.

E. The different kinds of stock raised.

F. Products of this last branch.

G. A general view of the condition of the agricultural interest in the empire, the number of persons employed in it, and the encouragement offered by government or otherwise.

A.

The ratio between the extent of soil which is capable of cultivation and that which is not varies in the different provinces from 0.6416 and 0.9736; of which extremes we find the former in the Tyrol, and the last in Dalmatia.

B.

The soil is used either as—

	Tochs.
1. Ploughed land	34,980,000*
2. Forest	30,190,000
3. Pasture	15,280,000†
4. Meadow, 5. Garden,	13,820,000‡
6. Vineyards	1,220,000

The greatest quantity of ploughed land is to be found in Moravia, Bohemia, Silesia, Galicia, Venitia, Austria proper, Hungary, Croatia, and Sclavonia. The greatest number of vineyards are in Hungary, Dalmatia, Venitia, Lower Austria, Southern Tyrol, and on the Adriatic coast. The Alpine districts, Buckowina, Adriatic coast, Dalmatia, Venitia, and part of Hungary, have, on account of the predominance of the meadow land, almost entirely to depend on their stock. A circumstance to be deplored by the agricultural interest of Austria is the great quantity of pasture land, viz: more than one-seventh of the arable land, and more than one-eighth part of the whole area of the empire. The richest in forests are the Alpine districts, Upper Austria, Buckowina, Croatia, Sclavonia, and particularly Transylvania. The poorest in this respect are Venitia (whose forests have been destroyed by her doges) and a part of Hungary.

C.

Of the different modes of cultivating the soil the one most in use is the three-field method, ("Dreifelder-wirthschaft,") which consists in dividing the land into three parts, sowing one part in fall, another in spring crops, and allowing the third part to lie out, but manuring it all the time if possible. The changing method ("Fruchtwechsel-wirthschaft") consists in sowing

* An Austrian toch is equal to 1 3 acre. † Natural, not cultivated, land ‡ Cultivated grazing land.

the ground one year in grain, the next in grass, then in different roots, (such as turnips, potatoes,) then flax, hemp, &c.; forcing the ground, by this means, to yield the greatest profits, and at the same time economizing its producing properties. Another changing method (called the Egarten-wirthschaft) consists in using the land one year for grain, and the next two or three years for grass; so that there are usually, in seven or eight years, two crops of grain raised. The burning method (Brund wirthschaft) is mostly followed in mountainous districts, and consists in cutting down all the trees of a piece of woodland, scattering them as much as possible over the whole of it, and burning them, as soon as dry, to ashes. These are then spread evenly over the ground, and ploughed under. There are usually two crops of grain raised on land prepared in this way; after which it is sown for two seasons in grass, and then the young trees which have sprung up are allowed to grow undisturbed for a number of years.

D.

The different crops raised are wheat, rye, Indian corn, barley, oats, peas, beans, spelt, buckwheat, millet, and rice, but, with the exception of the five first named, in small quantities only.

Next in order, as to quantity, are potatoes, cabbage, (average crop 2,250,000,000 heads, used mostly as sour crout,) turnips, clover, and other grasses. Last, though not least, are flax, hemp, hops, rapeseed, and tobacco, and though, to a small extent, woad, safflower, caraway, fennel, anise, chicory, teasel, saffron, mustard, cayenne pepper, poppies, licorice, sumac, rhubarb, &c. Kitchen or vegetable gardens of any extent are only to be met with in the immediate vicinity of large cities. Orchards are comparatively but little attended to, and the apple is mostly used for cider. The most important of orchard fruit is the plum, of which enormous quantities are used for distilling a kind of brandy called "Sliviwitz;" we have them also in market as plum butter (porridle) and as dry prunes, both of which are exported to some extent. Figs, almonds, and olives are raised in Dalmatia and the neighboring country. The grape-vine is one of the most important plants of the empire, and is raised on nearly 200 Austrian square miles. The average vintage amounts to 30,000,000 eimers of wine.* The meadow land is considered as very nearly of as much importance as the land used for the different cereals. The average hay crop of the country is 370,000,000 centners of hay.† With wood the country is covered to the extent of very nearly one-third of its area. The average quantity of firewood sold is 36,000,000 klofter.‡ The total average value of all these different products of the soil is equal to 1,600,000,000 florins.

E.

The breeding of the different kinds of stock is, as almost everywhere else, of vital importance to those that follow agricultural pursuits. According to the census of 1857, there were in the empire 3,534,726 horses, 110,592 mules and asses, 14,218,194 head of cattle, (45 per cent. of which cows,) 16,962,602 sheep, 1,500,000 goats, 8,100,000 hogs.

Of more importance than it is generally thought to be is the amount of poultry raised in the country, the total value of which exceeds 100,000,000 of florins. Bees have but little attention paid them, and do not cover the consumption of honey and waste. Of very great importance for some districts is the silk-worm, with which some very interesting experiments as to the climate they can live in are at present being made.

F.

The products of these last-mentioned sources are: 10,000,000 centners beef and pork, 300,000 horse hides, 1,400,000 beef hides, 1,890,000 calf skins, 3,000,000 sheep skins, 300,000 goat

* An eimer is equal to 12.43 gallons. † A centner, or 100-weight, is equal to 126½ pounds American weight.
‡ An Austrian klofter is equal to 108 cubic feet.

skins, 3,738,000,000 maas* milk, 5,000,000 centners cheese, 600,000 centners wool, 200,000 centners silk cocoons, 94,000 centners honey, and 32,000 centners beeswax

G.

Austria may be properly an agricultural state, as nearly two-thirds of its population (22,000,000) are engaged in agricultural pursuits, and those connected with them; but, though government fosters this interest to a great extent, it cannot be said to be in as flourishing a condition as might be expected. An increase of agricultural societies and schools would add greatly to its improvement.

2. Minerals.

The Austrian empire is very rich in minerals, ores, and metals. The following is a statement of the different amounts produced in the year 1859:

Salt.

	Centners.
Rock salt	3,287,483
Saline salt	2,276,494
Sea salt	1,272,340
From other sources	131,053

To the value of 31,852,992 florins.

The number of laborers employed was—

Men	12,177
Women	1,529
Children	1,894

Coal and peat.

	Centners.
Coal	26,105,127
Peat	451,619

The value of these articles amounts to 5,226,833 florins, and the number of laborers is 25,374.

Metals, minerals, dyes, &c.

Gold, mark†	4,940	Sulphur, centners	25,856
Silver, mark	103,717	Sulphur earth, centners	65,621
Iron, centners	5,954,916	Green vitriol, centners	55,374
Iron ore, centners	147,418	Blue vitriol, centners	1,733
Copper, centners	41,454	Alum, centners	27,867
Copper ore, centners	71,491	Alum, vitriol earth, centners	468,784
Lead, centners	95,744	Graphite, centners	78,564
Lead, mineral, centners	15,454	Brownstone, centners	1,192
Lead, oxide of, centners	26,791	Tin, centners	1,093
Quicksilver, centners	4,331	Wolfram, centners	280
Nickel and cobalt, centners	6,334	Uran, centners	11
Zinc, centners	28,209	Uran, yellow, (dye,) centners	1
Zinc ore, centners	105,654	Mineral dyes, centners	19
Antimony, centners	2,526	Silver ore, centners	74
Antimony ore, centners	6,405	Asphalt rock, centners	19,422
Arsenic, centners	1,164	Asphalt, centners	25

The value of these products is 41,202,522 florins. The number of laborers were 99,016 men, 2,415 women, and 3,591 children.

* A maas is equal to 0.3211 of a gallon.

† A mark is equal to half a pound Austrian weight.

3. Mechanical Arts and Trades.

The great variety of the products of mechanical industry make it necessary to classify them, which is done as follows, giving the most interesting items as we proceed:

A.

1. Machinery of almost every description is now made in the country, with the exception of locomotive and steam engines, in the manufacture of which only five factories are employed. The greatest part has to be imported; different machinery for spinning, weaving, and knitting, which are mostly imported; printing-presses and machinery for paper-mills; and new agricultural implements, to a small extent.

2. The various means of transportation, such as carts, wagons, coaches, &c., are all made in the country. Travelling coaches are frequently exported, but railroad cars, for freight as well as passengers, are still imported.

3. River boats (of wood) are built in great numbers. Most of these boats never make more than one trip down the river, where they are sold as lumber or firewood. On the Danube and some other rivers iron boats are used, which are all made in the country. Sea-going vessels are built in thirty-seven different ship-yards on the Adriatic coast, and there are annually about thirty Austrian vessels sold to foreigners.

4. Geometrical, optical, and surgical instruments and philosophical apparatus are all made in the country.

5. The manufacture of musical instruments forms no inconsiderable branch of the mechanical industry of the country. The most that are exported are accordeons and Jews' harps. Of the latter there were 4,000,000 exported in 1858.

6. Watchmaking is only carried on to any extent in a few cities. The watchmakers' materials are mostly imported from Switzerland. The number of people employed in these different manufactures amounts to 40,000, and the total value of the products to 20,000,000 florins.

B.

Earthenware.—In nearly all the provinces of the empire clay is to be found more or less colored with oxide of iron and mixed with other kinds of earths. This supply of clay furnishes the raw material for brick, draining pipes, terra-cotta goods, pottery, pipe-bowls, and several sorts of Fayence or porcelain goods. Caolin earth (the proper porcelain clay) is found in comparatively small quantities, and is used for the better qualities of porcelain wares. The different manufactures of this material are—

1. Brick: Establishments for brick burning exist to the number of 4,309 in the empire, which furnish annually 1,000,000,000 brick.

2. Draining pipes are made partly by the owners of large estates for their own use, and partly by brick-burners. The number of pipes made annually is about 20,000,000. They have been but lately brought into use.

3. Articles of ornaments for buildings, statues, &c., of washed and carefully burnt clay, have also but lately come into use, and the manufacture of such articles is carried on in the vicinity of Vienna.

4. The manufacture of pipe-bowls is carried on on a large scale, and its product is 7,000,000 pipe-bowls annually, to the value of 1,500,000 florins. They are exported to a large extent.

5. Common wares of clay, such as kitchen utensils, stoves of white glazed clay, &c., are made exclusively by potters, of which there are 8,500 in the empire.

6. Fancy goods, such as tea sets, inkstands, statuettes, &c., of colored clay, which are first burnt and then painted, are called terralete or sideralete ware, and mostly made in Bohemia,

and the greatest part of them exported to England. There are 55 establishments (with 108 furnaces) in which common stoneware is made in the empire.

7. Caolin or porcelain clay is found in Bohemia to a great extent, consequently nearly all the best establishments for the manufacture of porcelain ware are in that province. The number of furnaces in operation amounts to 50, and the annual products to 35,000 centners. The total value of the different wares made of clay is 20,000,000 florins, and the number of people employed in the manufacture of them 60,000.

C.

Glassware and mirrors.—The manufacture of glassware extends over every province of the empire, though the better qualities are only made in Bohemia. There are 210 establishments (with 305 furnaces) in operation, which produce annually 608,500 centners of the raw material, (crude glass,) of which 419,500 centners are made up into common window-glass, and of the balance finer wares are manufactured. Of the above-mentioned 210 glass-works 52 are engaged in cutting, painting, and gilding of fine glasswares, 16 in cutting, polishing, and covering of mirrors, and 7 in the manufacture of glass beads. The total value of this branch is 15,000,000 florins, and the number of people employed is 40,000.

D.

Stone and the different manufactures thereof.—1. The quarrying of building stone is carried on as a trade in the vicinity of large cities.

2. Stone for macadamizing the state roads is quarried in the neighborhood thereof to the amount 82,000,000 cubic feet annually.

3. The better qualities of sandstone, granite, and serpentine stone, and marble are either worked up and fitted for their different uses in the quarries or transported thence to the stone and marble cutters. There are 344 quarries with 6,000 quarriers, and 2,000 stone-cutters, with 6,000 workmen in the empire, and no articles of this kind are imported except Belgian millstones.

4. Marble cutting for architectural uses is carried on largely in Venitia and Southern Tyrol; and for other purposes, such as bathing tubs, vases, &c., in almost every province of the empire.

5. The quarries of roofing slate are not sufficiently numerous for the consumption, and consequently large quantities are imported from England.

6. Of burnt stone we have to mention lime and gypsum. There are some very large establishments of this kind in the country, some of which are worked by steam, and send their products down the Elbe into Saxony and Prussia. The total annual product of lime is 9,330,000 centners; of ground gypsum, 330,000 centners; and the total value, including some mineral dyestuffs and chalk, is 10,000,000 florins. The number of people employed is 25,000.

E.

Metals.—1. Among these iron takes the first place. Iron works exist in almost every province of the empire. Without going into minute details, which would be too extensive for this report, I will only give some items about the raw material. There are 423 furnaces in the empire, whose annual product is 7,000,000 centners, of which 1,000,000 is used as pig iron in the different founderies, and 6,000,000 centners are first refined before any further use is made of it. Wrought and cast iron is now made very extensively, particularly in Styria. There are now about 450 different iron and steel works in existence. Of the crude material used by these different works the smallest part (only about 300,000 centners) is used in the manufacture of steel. Of the balance there is annually made 3,800,000 centners of wrought iron goods; 250,000 centners of sheet iron, including boiler iron; 20,000 centners of white or tinned iron sheeting, and 300,000 centners of cast iron wares. The different kinds of iron manufactures, hardware, scythes, and sickles, are mostly made in Austria proper. In the year

1855 the number made amounted to 5,000,000, and the manufacturing as well as export of them has been increasing ever since. Of files there are annually made 1,000,000 pieces. Iron hollow-ware, such as pans, kettles, &c., are made in comparatively small quantities. The wire works are of greater importance, and still more so is the manufacture of iron nails, not only on account of the quantities made but also as to the number of people employed. There are also extensive establishments for the manufacturing of almost every other kind of iron ware, such as blacksmiths' tools, anchors, shovels, agricultural implements, arms of all sorts, as well as smaller articles, such as cutlery, carpenters' tools, awls, fish-hooks, needles, &c., &c. The total value of the different kinds of iron manufactures can only be approximated, and probably exceeds the sum of 70,000,000 florins, 20,000,000 of which are to be placed to the account of the raw material. The number of people employed in this branch amounts to 300,000.

2. Nearly all the gold and silver found in the empire is exclusively used by the government for coining, and the gold and silver smiths have to use coins for their different purposes. The manufacture of gold and silver wares is carried on to a very small extent. The only articles of importance of this branch are gold and silver wire and leaf.

3. *Copper.*—This metal is made up either into wire or sheet copper, and the production of the latter for various apparatuses is greatly increasing.

4. Lead is used in the manufacture of shot, ball, utensils for chemical laboratories, chemical dyes, &c., &c., and has lately been introduced as a covering for sheet iron used in roofing material.

5. Tin is used only to a small extent for utensils in chemical laboratories and toys, as the kitchen utensils of this metal, which were formerly so much in use, are now generally replaced by stoneware.

6. Zinc is the most extensively used metal for chemical purposes, but its application as a material for house roofing is decreasing. Zinc sheeting is used for the manufacture of bathing tubs and other vessels for holding water, except for drinking. It is also used for casting ornaments for buildings, and in the form of plates, instead of lithographic stones.

7. The manufacture of brass, German silver, bronze, and plated wares of various descriptions is carried on to a great extent in every province of the empire.

8. Bells are also made in almost all the provinces.

9. Guns (cannon) are made for the navy at Venice and for the army at Vienna.

10. The type founderies are of inconsiderable extent and there are only 49 of them in the empire.

The total value of the different manufactures of metal is 30,000,000 florins, and the number of people employed amounts to 25,000.

F.

Chemicals.—At the beginning of this century chemicals were almost entirely supplied by importation, but they are now for the most part produced at home.

1. Salt, rock as well as saline, is annually produced to the amount of 2,700,000 centners; of glauber salts, 50,000 centners, and of muriatic acid 40,000 centners.

2. Oil of vitriol is manufactured (mostly in Bohemia) to the amount of 210,000 centners.

3. Potash and cream of tartar are produced in such quantities that a surplus over and above the home consumption, which is very extensive, is left for exportation. Potash is mostly made in the heavily-wooded districts of the Carpathian mountains, this being the most remunerative use that can be made of the wood. Cream of tartar, the greatest part of which is produced in Hungary, is exported either in its crude state or as tartaric acid.

4. Green vitriol and alum are also produced in considerable quantities, of the former 60,000 and of the latter 40,000 centners.

5. Of phosphor, which is used so much in the manufacture of lucifer matches, there are annually about 1,000 centners produced.

6. The manufacture of tallow and wax candles and of soap is in the hands of small tradesmen, but that of stearine (star) candles and others of this kind is carried on in large factories, which produce annually about 60,000 centners, a great part of which is exported to the Danubian principalities.

7. Oils (rapeseed, linseed, and others) are either manufactured by hand on the farms, (for and by the consumers,) or in large establishments, (for commerce,) by the aid of hydraulic and steam-presses. The total product is 1,000,000 centners.

8. The manufacture of percussion caps and matches is of great importance, and of percussion caps alone there are made annually between 2,000,000 and 3,000,000. Matches are made by several large factories in Austria proper and in Bohemia, and are exported to almost every part of the world. In the manufacture of this article 15,000 klofters of wood are used annually. The value of the annual production is 25,000 florins, and the number of laborers employed is 10,000.

9. *Dyestuffs.*—The chemical dyestuffs (with the exception of white lead, zinc white, cinnabar, artificial ultramarine, chrome colors, and the different extracts of vegetable dyestuffs) are generally made in the laboratories of the numerous establishments for dyeing and printing cotton and woollen goods. The production of other chemicals is so various, and is so frequently carried on in connexion with other industrial branches, that it is impossible to give any statistical account of them. The total value of all the chemical manufactures is 25,000,000 florins, and the number of laborers employed 30,000.

G.

Distilled and fermented liquors.—Though Austria produces, next to France, the greatest quantity of wine in Europe, and probably consumes more than France does, still the manufacture of beer and other distilled liquors is very extensive.

1. Of beer breweries alone there are 3,350 in the empire, and though their number is annually decreasing, the production shows a decided increase, which is accounted for by a tendency to enlarge some establishments and discontinue the smaller ones. The annual production of beer amounts to 10,120,000 eimers.

2. Distilleries of other spirituous liquors are very numerous. There are about 115,500 of them in the country, though most of them are of small extent, and are carried on in connexion with farming, as this is the most profitable use the farmer can make of his surplus of rye, potatoes, Indian corn, &c. There are only 8,560 which may properly be called distilleries. The materials used are rye, Indian corn, orchard fruit, juniper berries, Irish potatoes, and molasses, (beet root sirup.)

3. Although vinegar is made in nearly every household, there were, in the year 1858, 3,000 centners of the finer qualities of vinegar imported.

4. Champagne is made in large establishments in Lower Austria and in Hungary.

H.

Sugar and sirup.—Of the statistics of this branch the heads only will be given in this report. It is the most interesting branch of Austrian industry, and its results are of the most astonishing character. The sugar manufactured in Austria is either the refined product of the foreign sugar-cane or of domestic materials. The import of the raw (not refined) product of the sugar-cane amounted, in the year 1831, to 392,000 centners, and kept on increasing until 1850, when it reached the highest figure, viz: 670,000 centners. Since then it has been rapidly decreasing. In 1858 it was 540,000 and in 1859 only 149,000 centners. The production (in 1858) of refined sugar amounted to 454,000 centners, and that of sirup to 86,000 centners.

Rapid as the *decrease* of import of this article was, it is exceeded by the *increase* of production of beet root sugar and sirup and (though to less degree) that made of Irish potatoes. Of crude (not refined) beet root sugar there were produced, in the year 1841, 100,000 centners; in 1851, 350,000 centners, and in 1859 more than 1,000,000 centners.

The beet root is also used (mixed with chicory root) as a surrogate or substitute for coffee, and, as such, is exported in large quantities. The annual manufacture of such surrogates is 125,000 centners. The area of land used in cultivating the beet root is over 28,000 tochs.

As partly belonging to this class we must mention—

I.

Tobacco, of which only a few items will be given in this report. Neither must we omit the circumstance of its being a government monopoly. There are twenty-four large factories in the empire, in which more than 18,000 laborers are employed. The total product in 1856, (the latest published,) 72,700 centners snuff; 625,300 centners smoking tobacco; and 9,500,000 cigars.

The tobacco culture is carried on in Hungary and some of the adjoining provinces, and the tobacco fields are under the supervision of government officers. We come now to a very important branch of Austrian industry, viz:

K.

The materials used for spinning, weaving, &c., and the various manufactures thereof. They are subdvided into—

1. Cotton: But few branches of Austrian industry have attained to so flourishing a condition as the manufacture of cotton goods. All the skill and energy which were thrown out of employment by the rapid decay of the linen trade are now centred in that of cotton. Establishments of this kind, which had, soon after coming into existence, large amounts of capital offered them, were erected on a large scale; and they now enjoy all the advantages which the latest discoveries furnish for this branch of manufacturing.

The following table of imports of the raw material (the exports being very trifling) may serve as an index for the rapidity of the progress in this branch of industry:

Year.	Imports.
1831	113,000 centners.
1836	233,000 "
1840	339,000 "
1845	478,000 "
1850	586,000 "
1858	794,000 "

In 1859 the import was not quite as large, (only 737,000 centners;) but this deficiency was caused by the war, by which all the industrial branches of the empire suffered more or less. The same ratio is to be observed in the number and production of the cotton-mills, which increased, in the course of a few years, from 172 to 216, and the number of spindles from 1,000,000 to 1,500,000. In the year 1857 there were in the empire (exclusive of Lombardy) 10,000 power looms and 30,000 dandy looms; and the number of laborers employed in weaving cotton goods or cotton mixed with either linen, wool, or silk, amounted to 300,000. There are, also, several large establishments in the country for printing cotton goods; most of these are in Bohemia. Of less extent are the dyeing establishments, which are almost all in Bohemia, except those which produce oil, (or Turkey,) red cotton yarn, of which there are several in the other provinces. A peculiar feature in the Austrian manufacture of cotton goods are the extensive finishing establishments, which exist independently of the other factories, and (if worked by steam, as most of them are) require a capital of no less than 150 to 200,000 florins. The total value of the annual products is 100,000,000 florins, and number of laborers employed 400,000.

2. Flax and hemp: The manufacture of these materials is the oldest branch of Austrian industry, and was at one time of vast importance; but various casualties caused its present decay, though it is still very extensive, and employs a great number of people. Flax is still mostly spun by hand, (there are only 120,000 spindles in the country;) but it must be borne in mind that this work is generally done by the members of the farmers' families, during the time they can spare from their usual agricultural occupations. The amount of flax and hemp spun annually is 1,500,000 centners, and their value is 75,000,000 florins. Fine linen yarn, made by machines and used in the manufacture of sewing thread, is still imported. The linen goods made in the country comprise the coarsest as well as the finest qnalities; the former being almost exclusively wove by the agricultural population, who then sell them to the large establishments.

Linen lace and bobbins are made to a considerable extent in Bohemia.

Sail-cloth is made at Trieste and some other towns on the Adriatic coast.

For oil-cloth, which is made in other countries of cotton stuff, they use here linen.

There are, also, considerable quantities of printed linen goods made and used in the empire. The total value of this branch amounts to 150,000,000 florins, and the number of employés to 4,500,000.

3. Wool: Almost as extensive as the last mentioned is the manufacture of woollen goods. Both these branches have this in common; that they have existed for a very long period, and that they use and work up materials which are raised at home. But with this difference, that the neglect and casualties which caused the decay of the linen manufacture have been avoided by the manufacturers of woollen goods, and consequently it is gaining in extent and importance. The woollen manufactures are of two kinds—fulled goods (cloth, &c.) and such as are not fulled. Factories of the first class generally spin their own yarn, while those of the second class usually receive their supplies of the spun material from the extensive (and of the factories, independent) spinning establishments. There are at present in these last-named establishments 50,000 spindles in operation. It is also worth mentioning that the cloth manufacture is decreasing in Austria, while that of the lighter and finer woollen goods is gaining ground; but as yet it is the most important of the woollen manufactures, and is mostly carried on in Bohemia (at Reichenberg) and in Moravia (at Brnn.) There are about 10,000 cloth-makers and manufacturers in the empire, who produce annually about 250,000 centners of cloth, to the value of 70,000,000 florins. Woollen knit goods are also made mostly in Bohemia, except the Turkish fez, (a red woollen cap, with blue silk tassel,) for the manufacture of which there exist some extensive establishments at Vienna and in Venitia. Shawls are mostly made in Vienna, though the finest qualities are also made in Bohemia. The total value of the woollen manufactures is 130,000,000 florins, (exceeding the value of every other branch of manufactures, except that of flax and hemp,) and the number of laborers employed is 500,000.

4. Silk: The export of silk cocoons being prohibited, the entire product is used by the home manufacturers. The first change the cocoons undergo is the reeling off and production of a raw silk, which is done in "filands," (reeling establishments,) of which there are 3,000 in the empire. The production of raw silk amounts to 20,000 centners, to the value of 25,000,000 florins; and the number of people employed for two months in the year, (the reeling season,) 100,000. The raw silk is then spun into thread, of which 15,000 centners are produced annually. The export of raw silk is comparatively small. The manufacture of silk goods is concentrated in Vienna, and the value of the goods made amounts to 16,000,000 florins. The total value of the silk production is 25,000,000 florins, and number of people employed 200,000.

5. Other manufactures: A great variety of goods are made of mixed materials, (silk, cotton, linen, &c.;) the manufacture of this class of goods is steadily increasing, particularly in Bohemia. Some kinds of woven goods (for instance, bobinets) are enhanced in value by

being embroidered, which is mostly done in Bohemia. There are also woven goods of other materials (such as asbestos, horse-hair, caoutchouc, &c.) made to some extent. The approximated value of the manufactures of this kind is 15,000,000 florins, and the number of people employed 20,000.

6. The making up of the different kinds of woven goods into clothing, millinery goods, artificial flowers, &c., &c., gives employment to a great number of people. It is but a very short time since articles of this kind have been manufactured for commerce, and in large establishments, (formerly this was only done for immediate consumption,) though but few of them exist as yet.

The manufacture of umbrellas, sunshades, (parasols,) and of artificial flowers, is carried on in large factories at Vienna and Prague. The number of people employed in the making up of wove goods into these various articles is 200,000, and the value of their products 50,000,000 florins. Collecting the respective values of these different branches (silk, cotton, flax, &c.) into one aggregate sum, we find the grand total to be 470,000,000 florins, giving employment to 6,000,000 laborers.

L.

Leather, furs, &c.—The manufacture of leather is of great importance in the empire, though it is not in as flourishing a condition as its great consumption might lead us to expect. The raw material not being sufficient for the consumption, a great amount of it has to be imported. The largest establishments exist at Prague and at Vienna, though more or less leather is made in almost every part of the country.

1. The boot and shoemakers of Vienna, Prague, and Verona, export their manufactures to a considerable extent.

2. Gloves are also made at the two first-named cities, and the finer qualities of them are exported.

3. The manufacture of fancy goods of leather is of a late date, and they are now exported to a great extent.

4. Fur hats are made in inconsiderable quantity, as the large hat-making establishments of Vienna and Prague make mostly silk hats.

The total value of the products of this class, excluding brushmakers, combmakers, and turners, (of ivory and the like wares,) amounts to 100,000,000 florins.

M.

Paper-making.—This, too, is one of the oldest branches of Austrian industry, though it has been in a languishing condition until lately.

1. There are several paper mills on a very large scale in Lower Austria, in Bohemia, and at Fiume, and some smaller ones in the other provinces. The number of paper mills in the empire amounts to 300, about 70 of which employ the finest machinery in use for this purpose.

2. Paper hangings, papier maché goods, and playing cards, are also made in the country. Paper hangings and colored paper (the common qualities as well as gold and silver paper) are made in a few factories at Vienna and Prague. Of papier maché there is a great variety of fancy goods made, mostly at Vienna, but also in Bohemia. Playing cards are made in almost every province of the empire, but those manufactured at Vienna are considered the best, and are not only sold into the other provinces, but also exported. The total value of the various paper manufactures is 40,000,000 florins, and the number of laborers employed 60,000.

N.

Wooden wares, straw goods, &c.—These are various and very numerous. The manufacture of the different articles made—

1. Of wood for agricultural implements or other purposes, (such as barrel staves, tool handles, sounding boards, &c.,) is carried on by a great number of small establishments; though

there are a few larger factories where such articles are made for export. The manufacture of sounding boards deserves particular notice. It is carried on by some extensive establishments in Bohemia, whose products are exported in large quantities, on account of the peculiar fitness of the wood of the "Bohemiawald," (a forest in the south of Bohemia,) for this purpose.

There are also several toy factories in the country, and toys are exported to a large extent. The manufacture of parquettes for floors of inlaid wood is rapidly increasing, and is generally carried on by the veneer mills. Articles of plaited wood strips, straw, willow, &c., are also made to a considerable extent; mats, rugs, hats, and caps of colored and plaited wood strips are made for export in Bohemia.

2. The manufacture of straw hats is most extensive in Venetia, where nearly 3,000 straw-hat makers are to be found; whereas those of the other provinces will hardly count up 500.

3. The finer qualities of willow ware are also made in Venetia, and the common furniture of plaited straw and willow, such as chairs, sofas, &c., are made (generally in factories) in the western provinces.

Total value of these products is 40,000,000 florins, and numbers employed, 80,000.

O.

Builders' and artists' products.—Of both of these branches we can only give the following approximating items, viz:

The value of their labor, 200,000,000 florins; and the number of laborers employed, 750,000.

P.

Lastly, we have to mention *the printing and lithographic establishments*, of which there are 423 in the empire, with 1,230 hand presses and 286 machine presses. The value of the products, which are articles of commerce, amounts to 70,000,000 florins, and the number of laborers to 100,000.

Summary.—Leaving out the labor of builders, (carpenters, masons, bricklayers, &c.,) the annual result of the whole industry of the empire may be estimated at about 1,170,000,000 florins.

In the production of the above Bohemia comes first, having more than one-sixth of the grand total. Next in order comes Lower Austria, including Vienna, with one-seventh; then Moravia and Silesia, with one-tenth; and lastly, in a decreasing ratio, Hungary, Venetia, Galicia, Upper Austria, Tyrol, Transylvania, Styria, Karuthen, Krain and the Adriatic coast, Dalmatia, and the military boundary, are lowest in order.

Bohemia, favored as she is by nature as to water power, suitability of the soil for the production of various raw materials, extensive forests, minerals, &c., and possessing also the additional advantage of an active and energetic population, has always cultivated almost all the various branches of industry; and there is at present not one important branch that does not receive its share of the general industrial activity of this province. The slopes of the various mountain ranges form the nucleus of enterprise and manufacture; and the population of Bohemia has reached a degree of density which is only to be found in countries where manufacturing pursuits predominate. The most important branches of Bohemian manufacture are those of linen, cotton, glass, wools, metals, porcelain, chemicals, sugar, (of domestic materials,) paper, and beer and distilled liquors.

Moravia and Silesia show similar results as Bohemia, though they are not so favored with water power. The manufacture of woollen goods takes the first place in the industry of the country, and that of linen the second. Next to be mentioned are the products of iron, sugar, beer, and distilled liquors.

The manufacturing interest of Lower Austria (wanting the natural advantages the last-named provinces enjoy) owes its flourishing condition to Vienna, the capital of the empire.

The favorable location of this city, on the largest river of the empire, and the numerous means of communication leading in every direction, have placed her as the principal mart of trade; and more than two-thirds of the entire industry of Lower Austria are the products of the manufacturers of Vienna. These products consist of a great variety of articles, principally silk goods, shawls, fancy goods of various materials, (such as gold, silver, leather, &c.,) machinery, and musical instruments. Of the articles manufactured in the surrounding country we will mention chemicals, cotton yarn, printed cotton, and woollen goods, paper and paper wares, refined sugar, and iron wares.

Venetia, which nature seems to have intended for agriculture, (by bestowing upon her such great fertility of soil,) has also many large manufacturing establishments. As an impetus to this interest may be considered the amount of capital accumulated in this province, the excellent ways of communication, the immunities the different trades enjoy, and the density of population. The articles principally produced are silk, glass, paper, leather, metal goods, linen, and hemp.

Although manufacturing establishments of various kinds and extent exist in all the other provinces, the following only are of any importance, viz: the iron, linen, and cotton manufacture of Upper Austria; the iron manufacture of Styria, Karuthen, and Krain; the paper manufacture of Styria; the silk, metal, and cotton manufacture of Tyrol; the ship-building of Dalmatia and the Adriatic coast; the linen, hemp, and woollen manufacture of Galicia; and the manufacture of fine liquors (cordials) in Dalmatia.

In Hungary, Transylvania, and the "military boundary," where there is so much room for agricultural improvement, and even this interest suffering for want of labor, it is but natural that very little is done in the way of manufacturing.

Although the average annual products of the last ten years exceed but very little (about 10 per cent.) those of former years, still the influence of this period on the organization of labor is not to be underrated, and this evident though slow development will receive a new impetus by the "trade law" of December 20, 1859, which comes into operation on the 1st of May next, as this law releases almost all the trades from the various and heavy restrictions which heretofore weighed on them like an incubus.

As to the numbers employed in these various pursuits, they amount to nearly 12,000,000. This is more than one-third of the entire population of the empire; though it must be remembered that about one-half of this number are not all the time engaged in this manner, but belong mostly to the agricultural population, dividing their time between these two pursuits.

As encouraging and improving the industry of the country, may be considered the numerous commercial schools which have been lately introduced.

Another promoter of industrial advancement are the trade or guild associations, which offer annual prizes for new discoveries and improvements, exhibitions of models, &c. This object is still more furthered by the Chambers of Commerce and Trade, called into existence in the year 1850. Neither must we omit to mention the industrial exhibitions which have met with signal success in the empire, and, for many reasons, a practical means of improvement.

The patent law is now extended to those provinces where it did not previously exist. The "Muster schutz gesetz," (model protection law,) of December 7, 1858, and the law for protecting the marks or signs of the different manufacturers, have the useful tendency of securing to the manufacturer the patterns and models invented by him, and deterring others from using the marks for designating the products of his establishment. But of more efficiency than all these is the above-mentioned new "Gewerbe gesetz," (trade law,) of December 20, 1859, according to which all the producing or manufacturing trades (with the exception of printing of books, the manufacture of fire-arms and other weapons) may be carried on by every person of age, without difference of sex or religion.

We have now come to the fourth of the great divisions, viz :

4. Transportation.

The statistical items of this head refer to telegraphs, mails, railroads, steamboats, and sea-going vessels.

1. The *system of telegraphing* was introduced into Austria in 1847. There are now more than 200 telegraph stations in the empire. The aggregate extent of the different lines is 1,067.4 miles. Running along the railroads and mail-routes, touching at all the capitals, the most important manufacturing and commercial towns, and the more frequented watering places, they extend to the extreme boundaries of the empire, and connect at eighteen different points with foreign lines.

Not taking into account the government despatches transmitted by the telegraphs, (they being the property of the government and managed by its officials,) their activity may be seen by the number of private despatches transmitted in the year 1858, which amounted to 206,766, containing 4,476,290 words; of which number the cities of Vienna, Trieste, Venice, Pesth, and Prague furnished the greatest part. The extremes are represented by Vienna, with 1,260,000, and Prague, with 130,000 words.

2. *The post office business.*—The transportation of passengers and freights by the mail (diligences or stages) has not increased in the same ratio as the general industry of the country, which is accounted for by the railroads claiming a considerable share of this business. But the activity of the letter mail has increased to a great extent, as one of the causes of which the reduction of the postage on letters may be considered. The number of letters transmitted by the mail increased from 31,200,000 in the year 1851, to almost 55,000,000 in 1858, and nearly one-fourth of all these letters (13,300,000) are sent from Vienna; the least number (200,000) from the Buckowina.

3. *Railroads.*—The capabilities for production in any country receive material assistance from the facilities existing for the transportation of the various manufactures; such facilities are generally offered in the highest degree by railroads. It is at present the general conviction that it is impossible for the industry of any country to attain to a flourishing condition without the aid of sufficient lengths of railroads. The railroads of Austria are not sufficient for her industry. In the construction of the government railroads the profits were not so much to be taken into consideration as the accommodation of the travelling public. The railroad lines over some of the mountain ridges (over the Somering, Karst, &c.) were constructed principally with this view. Though this system is, certainly, one well calculated for the general welfare of the community, its extent is not sufficient for the wants of the country, as these roads connect only the different capitals and a few points of the boundaries with the metropolis, Vienna. The want of roads connecting with the different manufacturing districts of the country, and offering accommodations to the increasing export trade, is greatly felt. Subsequently the government roads were sold to private companies, which extended the existing lines, and built some new ones. There are now seventeen such railroad companies in the empire, owning an aggregate of 584.8 of miles of road, (about 2,700 English miles,) 37 miles of which are worked by horse power, besides two short lines still owned by the government. There are, also, 111.5 miles in the course of construction. The amount of business done by all these roads in the year 1859 counts up as follows:

Number of passengers	8,202,034
Amount of freight, about	100,000,000 centners.
Receipts for passengers	18,950,000 florins.
Receipts for freights	43,626,497 florins.

4. *River and lake navigation.*—This class of communication leaves more room for improvement than any other. More than 1,200 Austrian miles of river and lake are at present navigated by different kinds of craft, including rafts, which are used to a great extent for carrying freight. The amount of freight and travel (the last, of course, by steamboats) is very considerable; but it is impossible to obtain any correct statistical information on this subject. We will give only a few items about the trade of the principal rivers.

The Elbe navigation is comparatively the most active, as the distance from the head of navigation (the mouth of the Moldau, near Melnick) to the line of Saxony is only 15 miles, (about 63 English miles.) The amount of freight carried annually is about 3,000,000 centners, by far the greatest part of which (2,800,000 centners) is freighted down the river to Hamburg; whereas the up-river freight does not amount to half a million centners, for the boats are generally sold when they reach their destination.

The Moldau is of great importance to Bohemia, on account of its connecting her capital with the two most important rivers of the empire, viz: the Elbe and the Danube, as there is but a short distance (and it traversed by the "Ling-Budwers" railroad) between the head of the Moldau navigation and the Danube. The freight business is very active on the Moldau. The articles carried consist of salt, wood, grain, graphite, iron, and building materials.

The Danube.—The information as to travel and freight on this, the largest of Austrian rivers, is very incomplete, as all the statistical items to be obtained refer only to steamboats.

In the year 1828 Messrs. Andrews & Pritchard obtained the first patent for navigating the Danube with steamboats. Four years later they sold their right to a company of stockholders, under the name of the "Donau-Dampf-Schiff-Fahrts Company," who commenced operations the year following, and had, in 1845, 34 steamboats in their service. At this time they extended their line to Constantinople, Salonica, Trebizond, and Smyrna. Subsequently they sold these last-named lines to the "Austrian Lloyd," at Trieste, (as also the boats employed on these lines,) but created the new "Galatz-Odessa" line.

The present business on the Danube and its tributaries amounts to 1,250,000 passengers and 16,000,000 centners freight on the Danube, and 50,000 passengers and 1,500,000 centners freight on the tributaries, (the Theiss and Drave.)

On the "Galatz-Odessa" line there are carried annually about 2,000 passengers and 50,000 centners freight.

All the information to be obtained as to the business of other (not steam) craft on the Danube amounts to the simple statement that about 4,000 of them pass annually down the river.

Though the information as to the navigation of the Danube (other than with steamboats) is very deficient, still the importance of this highway of the empire for domestic as well as transit trade on the Danube receives a great impetus from the navigation of its numerous tributaries, (the Jun, Trave, Euns, Waag, Theiss, Murr, Drave, Save, &c.,) and is continually gaining in extent on account of the increasing quantities of grain, wood, and coal, which are transported on these rivers. The navigation of the lower Danube—susceptible of great and brilliant development—is very much impeded by the neglected condition of the Sulina and the formation of sand-bars at the mouth of that river.

The Elbe forms the connecting link with Hamburg, which is the most important European seaport for the Austrian export trade.

The Vistula connects Galicia with the Ost-Sea; the navigation on this river is of but little consideration, as the only articles carried are grain and salt.

The Dniester connects eastern Galicia with the Euxine, but very little trade is carried on on this river, and that only in wood.

The Po and its tributaries, besides numerous canals, connect Venetia with the Adriatic.

If we add to these rivers already named the Etsch, Piave, and a few others, we find the Austrian empire to possess 306 miles (about 1,875 English miles) of river navigation, but very little of which has been improved as yet.

5. Sea-going vessels.

The trade between the different towns on the Adriatic coast and other maritime countries created the Austrian merchant navy. It consisted at the close of the year 1858 of 3,357 merchant vessels, with a tonnage of 350,900 tons, and 18,956 mariners.

The merchant navy of Austria is divided into three different classes, which enjoy different privileges. The first class is that of the "small coasters." These are small craft, (averaging 19 tons,) and are only privileged to ply between the different towns along the coast. Their number amounted to nearly two-thirds of the entire shipping, and the greatest part of the trade between these towns is carried on by them. Foreign vessels are, by law, excluded from this trade. The second class consists of the "large coasters," which may extend their trade to foreign ports, but not beyond the Straits of Gibraltar. The third class is represented by large sailing vessels and steamships, to which all the seas are open. Their build and size decides how they are to be classed, as those of the second class average 95, and those of the third class about 375 tons. There are but few exceptions to this regulation.

The Austrian steamships generally ply on regular lines, all of which are confined within the Straits of Gibraltar. The development of the Austrian commercial shipping since the year 1840 may be seen by the following facts: The tonnage has been increased to nearly twice its former extent, but the number of vessels only $3\frac{1}{2}$ per cent., and the number of mariners 15 per cent. The present ratio between the tonnage and crew is twenty tons to one man.

The number of Austrian vessels which entered Austrian ports in the last-named year was 39,851, with a tonnage of 1,567,290 tons; those that entered foreign ports amounted to 8,330, with 2,786,827 tons. The average number of trips made by each vessel was fourteen.

The most important ports of Austria are Trieste and Venice, in which ports 60 per cent. (of the tonnage) of all the arrivals are to be found. The most frequented of foreign ports are:

1. The stations of the "Austrian Lloyds" steamers Corfu, (starting points of the lines to Turkey, Greece, and Egypt,) Constantinople, Syra, Smyrna, Mitylene, Zante, Ponte-lagoscura, (terminus for the sea-going steamships on the Po;) Piræus, Varna, Galatz, Braila, (terminus for the same class of the vessels on the Danube;) Ancona, Burgos, Cephalonia, Sta. Maura, Bundisi, and Sinope, (the last two are the principal stations on the Constantinople-Trapezunt line.)

2. The foreign ports most frequented by Austrian sailing vessels are: Ponte-lagoscura, (for coasters,) Constantinople, Alexandria, Smyrna, Ancona, Durazzo, Galatz, Braila, Odessa, Liverno, (Leghorn,) Genoa, Marseilles, London, Cardiff, North Shields, and Troon.

Less frequent are the arrivals of Austrian vessels in other European ports; they also make but few transatlantic voyages, and there were only nineteen arrivals of Austrian vessels in all the ports of the American continent during the year 1858.

We have now arrived at the last of the great divisions, viz:

6. Commerce.

In treating of this branch of Austrian industry, we will first give the most interesting items about that part of it, which is carried on in the different seaports of the empire; for as these are mostly free ports, they import a great variety of articles (and these in great quantities) which are either consumed there or are exported again without passing through any of the Austrian custom-houses. This part of the commerce of the country is therefore only of local interest, though, as such, it is of considerable importance. The number of all the vessels (Austrian and foreign) arrived at the different ports amount to 43,236, with

1,939,536 tons of freight. Value of the cargoes discharged, 174,500 florins. Value of cargoes taken from these ports, 140,300,000 florins. Of this trade the Austrian flag claims 92 per cent. of the vessels and 80 per cent. of the tonnage.

The most important of the foreign flags (with reference to the number of vessels and tonnage) are, first, those of the Papal States with 1,179 vessels, and 61,356 tons; and of Naples, with 1,019 vessels and 63,140 tons. Both of these countries employ mostly large coasters, and then come those of Greece, with 323 vessels and 56,483 tons; Great Britain with 212 vessels and 69,870 tons; North American, with 63 vessels and 63,609 tons. Two-thirds of this trade is claimed by the different ports along the coast, from which trade foreign vessels are excluded; and it is only in the foreign trade, which forms the other third of the aggregate amount, that the Austrian vessels have to contend against the competition of foreign flags.

The proportion between Austrian and foreign vessels is as follows, (1858:)

	ARRIVALS.		DEPARTURES.	
	Vessels	Tons.	Vessels.	Tons
Austrian	1,218	257,362	1,168	258,398
Foreign	3,105	345,939	2,523	260,862

Total value of this trade, 314,800,000 florins. 46.8 per cent. is claimed by the domestic trade, and 53.2 per cent. by that which is carried on to and from foreign ports.

Four-fifths of the foregoing trade is done at Trieste.

The principal articles of imports from foreign ports are—

Grain, to the value of	7,700,000 florins.
Crude sugar, to the value of	7,700,000 "
Cotton, to the value of	8,000,000 "
Cotton manufactures, to the value of	7,100,000 "
Olive oil, to the value of	6,700,000 "
Coffee, to the value of	9,000,000 "
Hides and skins, to the value of	3,700,000 "
Tobacco, to the value of	1,500,000 "

It will be remembered that a great part of these articles are not consumed in the country, but are exported again.

The principal articles of export are—

Cotton manufactures, to the value of	14,500,000 florins.
Lumber, to the value of	7,000,000 "
Grain, to the value of	3,000,000 "
Crude sugar, to the value of	1,700,000 "
Glass, to the value of	8,000,000 "
Coffee, to the value of	1,500,000 "

We come now to the inland trade, which consists either of the commercial transactions between the different provinces and within themselves, (this part of it escapes from all observation, and it is entirely impossible to make any statements about the amount of it,) or of the

foreign business (imports and exports) of the country, a complete view of the most important part of which may be had by the following table :

Articles.	Quantity imported in 1858.	Imported in 1859.		Quantity exported in 1858.	Exported in 1859.	
		Quantity.	Value.		Quantity.	Value.
	Centners.	*Centners.*	*Florins.*	*Centners.*	*Centners.*	*Florins.*
Coffee	428,559	390,725	80,154,534	507	1,191	16,588
Sugar	544,504	174,728	1,951,006	344	918	15,816
Tobacco	172,772	68,207	3,785,066	14,705	31,006	607,411
Grain	2,660,983	2,454,930	----------	2,348,013	2,156,697	----------
Cotton	800,739	737,301	23,605,257	8,128	6,356	204,074
Flax and hemp	194,293	176,237	3,502,580	53,260	69,941	1,395,240
Wool	161,229	188,656	9,007,012	188,063	281,086	32,332,300
Silk	6,737	3,004	3,055,685	44,478	15,145	15,099,526
Cotton yarn	167,400	92,182	6,759,033	4,774	5,865	506,976
Iron	860,517	2,508,152	----------	212,041	254,930	----------
Glass	29,172	23,960	590,001	180,084	186,795	5,890,252
Rice	74,714	72,866	649,593	68,958	76,891	614,133
Wine	992,775	429,413	1,713,068	193,048	196,149	2,058,583
	----------	2,021	303,150	----------	666	99,900
Whalebone	----------	1,205	120,500	----------	----------	----------
Turpentine	----------	103	2,060	----------	2,685	53,700
Turpentine, oil of	----------	1,339	33,475	----------	1,585	39,625
Lead	22,908	9,943	98,900	4,722	4,724	59,718
Coal	4,168,164	4,246,972	1,061,743	3,774,510	4,059,161	1,014,790
Gold	$\frac{38}{100}$	30	2,100,000	$\frac{62}{100}$	$\frac{7}{100}$	4,200
Silver	----------	$2,172\frac{65}{100}$	9,776,925	----------	$1\frac{32}{100}$	5,280

The grand total of the imports and exports is :

In 1858, for the exports, 274,167,267 florins : Imports, 322,099,499 florins.
In 1859, for the exports, 287,458,451 florins : Imports, 268,062,528 florins.

Before closing this report, I will add a few remarks about the importation of cotton, rice, and tobacco. It is difficult to obtain any correct information as to the countries from which these articles are imported. The only place in the empire where records of this nature are kept is Trieste, and, accordingly, we will give here the import of cotton of the years 1857 and 1858 which passed the custom-house of that place :

	1857.	1858.
American	62,405 centners.	83,700 centners.
English possessions in Asia	29,400 "	20,000 "
Egypt	57,900 "	69,000 "
Turkey	13,500 "	11,500 "
Great Britain	64,100 "	43,900 "

But there are a number of other places of entry in the empire where no such records are kept, though it is to be presumed that most of the cotton that is imported *via* Bodenback is American ; and the amount which passed that place in 1858 was 396,000 centners.

Cotton yarns deserve also to be mentioned here, as those made in the country are only of the coarsest qualities, (not above No. 40.) The importations of this article in the last-named year amounted to 144,600 centners, viz : 36,800 centners from northern Germany and 107,800 from England.

The total importation of rice in 1858 was 65,200 centners, viz :

Hamburg, (probably American)	35,000	centners.
Sardinia	15,300	"
Trieste	4,300	"
Papal States	7,400	"
Turkey	600	"

As the tobacco manufacture and trade is a government monopoly, it is difficult to receive any statistical information at present, as the official publications on this subject will not appear before the month of June or July.

JUNE 30, 1861.

* * * Trade, in comparison to the corresponding quarter of last year, is about one-half, viz: 378,243 florins, 20 kreutzers. However, should anything favorable occur at home, an immense business will be transacted.

The trade between Austria and the United States is only in its bud. It requires watching and nursing, and, five years hence, will tell a tale that will astonish the most sanguine.

THEO. CANISIUS, *Consul.*

DECEMBER 31, 1861.

I have had the honor to state to you already in despatch No. 3, dated December 31, 1861, that the exportation from here to the United States during this year fell short, in comparison with the previous year, to the amount of 538,899 florins—a result of our state of affairs at home. The amount of goods invoiced in this consulate, during the two years, is as follows:

1860	2,272,240	florins.
1861	1,733,340	"

Considering the troubles at home, this result must be regarded as very favorable.

The commerce of Austria is very extensive, and no country in Germany is more productive, not only in regard to agriculture but also in manufacturing. If the government and the legislative body of this empire would lend their helping hand to Austrian, as our government does to American, industry, the Austrian commerce would be immense. One very great oppressive system to industry has been removed—"the restraint imposed by laws of a corporate society" or "Zumftzwang." Every man has now the privilege to engage in a business he sees fit.

The representative system of Austria consists of the "Reichsrath," divided into an upper and lower house. All the different provinces send their delegates; but as the elective franchise is limited, it cannot be expected that this legislative body should represent the popular sentiments as our Congress does. However, this "Reichsrath" is at least a progress in the constitutional life of this extensive empire.

* * * * * * * * * * *

Paper currency of the very smallest denomination is here in circulation, as, for instance, 10 kreutzers, about equal to three cents, at the present rate of exchange.

The ministry of finances presented a short time ago the budget to the "Reichsrath," and, as it will be interesting to the department at the present time to know how the finances of the empire stand, I give you an abstract of the ministry's report in as short a space as possible.

The revenue for 1861 was estimated at 300,000,000; the expenditures at 344,000,000, and the deficit at 65,000,000 florins.

This deficit was to be covered by means of several credit operations, which would, moreover, leave a balance of 8,000,000 florins in the treasury.

The returns for 1861 are not quite completed, but the deficit is expected to amount to about 40,000,000 florins.

The excess of expenditure, which was not fully provided for, amounts to 59,000,000 florins.

The unsettled state of things in Hungary has caused a loss to the revenue of 11,500,000 florins.

The total decrease in the revenue of 1861 amounts to 109,500,000 florins, which will be covered by credit operations.

The national bank has not been applied to for a loan, nor have any public bonds been issued.

The estimates for 1862 are as follows:

	Florins.
The court and civil administration	99,750,000
Army	108,500,000
Interest on public debt	124,500,000
Sundries	21,800,000
In all	354,500,000

The revenue for 1862 is estimated at 296,500,000 florins, and the deficit at 58,000,000 florins.

The army estimates show an increase of 52,000,0000 florins.

The deficit is partly to be covered by increased taxes, and partly by credit operations with the national bank, the charter of which is to be renewed in return for a loan of 80,000,000 florins, bearing no interest.

Twenty millions of this loan will be repaid in monthly instalments of 1,000,000 florins each, and 44,000,000 by 1870.

The state domains are to be sold at certain fixed periods.

Twenty-three millions of the lottery loan of 1860 have not been taken up.

The financial administration has, however, received from the agents 100,000,000 florins for bonds of that loan, and £3,000,000 of the English loan.

The national bank is to be made independent of the state. The following are the terms of the engagement:

1. The privilege of the bank is extended.

2. The state will reimburse in specie, in twenty monthly instalments, the first of which is to be paid in one month after the conclusion of the convention, to the bank the 20,000,000 florins which the latter lent to the former.

3. The 44,000,000 florins which the state owes to the bank for the sinking fund of the anticipation certificates shall be returned between the present time and 1870.

4. The bank shall be indemnified to the amount of 90,000,000 florins by the annual product of the sale of the domains of the state; a portion of those domains, to a fixed amount, is to be sold every year; if less than is required to be sold the state will have to pay the difference.

5. The state abandons to the bank, in order to cover the surplus due to it, the sum of 23,000,000 florins in specie on the loan of 1862.

6. The bank lends to the state, during the term of its privilege, a certain sum, which shall not be called for during that time, (estimated at 80,000,000 florins.)

7. The bank will restore to the state the 30,000,000 of the London loan, deposited as a guarantee, as well as the remainder of the loan of 1860.

8. The bank engages to sell between this time and a certain fixed period the titles of railways and of land indemnity arising from the sinking fund.

9. The authorization granted in 1858 to issue notes to the amount of triple their reserve will be restricted to a fixed sum. All notes issued beyond that amount must be covered by the metallic reserve.

10. The independence of the bank as regards the state is guaranteed; it will be placed under the surveillance of a commission of the "Reichsrath," which will be at the same time charged with that of the public debt.

The export of Austria amounted in 1860 to 312,423,063, and the import to 237,298,139 florins, Oestrichische Waehrung.

The returns of the custom-house officers show the receipt of 9,501,034 florins for tolls from January 1, 1861, till September 30, 1861. This is 554,232 florins less than in the corresponding time of 1860.

TRIESTE.—STEPHEN S. REMAK, *Consul.*

JANUARY 4, 1861.

The imperial royal maritime government has transmitted to me a notice touching an obstruction in the port of Venice. It is possible that the United States consulate in Venice may also have received it; but, in order not to cause any delay in a matter of such importance to our vessels, I herewith transmit a translation of the said notice, rendered from the Italian into English.

NOTICE TO MARINERS.

TRIESTE, *December* 27, 1860.

At the mouth of the port of the "Lido" of Venice, commonly called "Preti," "Frati," "Muneghe," the rump of a brig was found sunk, of which some parts are still to be seen at ebb tide on the level of the water.

In order to point them out, a white cable-buoy has been placed at about fourteen steps southeast of said rump, the latter having its prow turned towards southwest.

With the correct compass of the northwest variation of 14° 34′, the following result from that point may be had:

Point of the "Palada di Lido," north $\frac{1}{4}$, $\frac{3}{4}$ south.

"Campanile St. Nicolo di Lido," south $\frac{3}{4}$ west.

Half of the "Forte quattro fontane," west $\frac{1}{4}$, $\frac{1}{2}$ south.

From the imperial royal central maritime government.

CONTI.

PORT OF TRIESTE.

Arrivals and departures of American vessels at the port of Trieste during the year 1860.

ARRIVALS.

Forty American sailing vessels, of which thirty-nine with cargoes and one in ballast, arrived in the year 1860, having an aggregate tonnage of 17,430 tons, viz:

Where from.	Vessels.	Tonnage.
United States	35	15,089
Austrian ports, (Venice, in ballast)	1	552
Great Britain and Ireland	2	888
Mexico, (Laguna)	1	347
East Indies, (Sumatra)	1	554
Total	40	17,430

DEPARTURES.

Thirty-six American sailing vessels, of which fourteen with cargoes and twenty-two in ballast, departed during the year 1860, having an aggregate tonnage of 15,810, viz:

Whither bound.	With cargoes.		In ballast.	
	Vessels.	Tons.	Vessels.	Tons.
United States	7	2,766	----------	----------
Austrian ports	2	888	1	615
France, (Mediterranean)	----------	----------	1	661
Greece	----------	----------	4	1,731
Italian kingdom	4	1,143	15	7,210
Spanish dominions in America, (Cuba)	1	497	----------	----------
Spain	----------	----------	1	299
Total	14	5,294	22	10,516

During the year 1860 forty-one vessels of various nations arrived at Trieste direct from the United States, viz:

Nation.	Vessels.	Tons.	Remarks.
American (United States) sailing vessels	35	15,089	With cargoes.
Austrian sailing vessels	1	454	------do------
British sailing vessels	1	336	------do------
Italian sailing vessels	2	678	------do------
Lubec sailing vessels	1	330	------do------
Swedish and Norwegian sailing vessels	1	276	------do------
Total	41	17,163	

During the year 1860 twelve vessels of various nations departed from Trieste direct for the United States, viz:

Nation.	Vessels.	Tons.	Remarks.
American (United States) sailing vessels	7	2,766	With cargoes.
Austrian sailing vessels	3	1,447	------do------
British sailing vessels	1	401	------do------
Netherland sailing vessels	1	246	------do -----
Total	12	4,860	

Table showing the arrival and departure of vessels of all nations at the port of Trieste during the year 8160.

ARRIVALS.

Flag.	With cargoes.		In ballast.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Sailing vessels.				
American	39	16,878	1	552
Austrian	5,730	233,670	1,823	40,659
Belgian	1	516	---------	----------
Bremen	2	469	---------	----------
British	53	10,365	5	1,194
Danish	20	2,795	---------	----------
French	19	2,996	2	356
Greek	302	42,286	17	4,087
Hamburg	7	1,030	---------	----------
Hanoverian	10	1,307	---------	----------
Italian	835	58,594	113	7,332
Jerusalem	1	206	---------	----------
Ionian	80	5,347	8	821
Lubec	1	330	---------	----------
Mecklenburg	5	1,629	---------	----------
Moldavian	1	140	---------	----------
Netherlands	65	10,141	1	207
Oldenburg	3	517	---------	----------
Prussian	10	3,203	---------	----------
Russian	5	1,422	---------	----------
Samiotta	8	988	---------	----------
Servian	1	222	---------	----------
Spanish	7	810	---------	----------
Swedish, Norwegian	25	5,785	1	184
Turkish	67	6,046	4	515
Uraguay	1	277	---------	----------
Wallachian	6	888	1	219
	7,304	408,857	1,976	56,126
Steamships.				
Austrian	884	215,463	34	6,183
French	---------	----------	2	732
Greek	9	3,671	---------	----------
British	25	22,731	---------	----------
Netherlands	9	3,432	---------	----------
	8,231	654,154	2,012	63,041

DEPARTURES.

Flag.	With cargoes.		In ballast.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Sailing vessels.				
American	14	5,294	22	10,516
Austrian	5,438	215,787	2,132	60,074
Belgian	1	516	----	----
Bremen	----	----	2	475
British	38	9,447	22	5,723
Danish	16	3,073	5	940
French	19	3,202	6	1,234
Greek	312	47,699	19	2,561
Hamburg	4	808	3	478
Hanoverian	8	1,357	2	256
Italian	914	64,214	63	3,154
Ionian	96	6,887	3	726
Lubec	1	330	----	----
Mecklenburg	4	1,417	1	395
Moldavian	4	608	----	----
Netherlands	62	10,881	14	2,073
Oldenburg	2	380	1	187
Prussian	6	1,826	1	540
Russian	1	215	3	1,105
Samiotta	7	694	1	301
Servian	----	----	1	222
Spanish	6	722	----	----
Swedish-Norwegian	22	5,471	8	3,158
Turkish	68	6,587	3	390
Uruguay	1	277	----	----
Wallachian	7	1,352	----	----
	7,051	389,044	2,312	94,508
Steamships.				
Austrian	889	214,119	24	5,470
French	1	366	1	366
Greek	9	3,671	----	----
British	26	24,306	----	----
Netherlands	9	3,432	----	----
	7,985	634,938	2,337	100,344

Table showing from what states the aforesaid vessels arrived at Trieste, and for what states they departed.

ARRIVED.

From what states.		With cargoes.		In ballast.	
		Vessels.	Tonnage.	Vessels.	Tonnage.
America—United States		41	17,163	-------	-------
	St. Domingo	8	1,189	-------	-------
	Spanish possessions	5	857	-------	-------
	Mexico	1	347	-------	-------
	Brazil	34	6,850	-------	-------
	Peru	2	719	-------	-------
	Venezuela	2	252	-------	-------
Austrian ports		6,135	292,997	1,873	51,302
Asia—British possessions		2	779	-------	-------
	Sumatra	1	554	-------	-------
Belgium		12	2,861	-------	-------
France—Atlantic		15	2,295	-------	-------
	Mediterranean	44	9,062	3	1,406
Great Britain and Ireland		211	79,127	-------	-------
	Possessions in Europe, Malta	6	1,079	-------	-------
Greece		185	15,123	1	460
Hanseatic Towns, Hamburg		12	1,916	-------	-------
Ionian Islands		76	12,715	1	364
Italy—Sardinia		25	3,257	1	233
	Sicily	75	12,252	-------	-------
	Naples	402	21,521	12	809
	Tuscany	6	694	-------	-------
	Pontifical States	303	16,390	119	8,361
Netherlands		44	9,338	-------	-------
Portugal		1	104	-------	-------
Prussia		1	118	-------	-------
Russia, (Black sea)		41	10,300	-------	-------
Spain		6	800	-------	-------
Sweden, Norway		5	759	-------	-------
Turkish Empire—Turkey		351	85,821	1	29
	Egypt	48	22,933	-------	-------
	Moldavia	13	2,297	-------	-------
	Wallachia	118	21,683	1	78
		8,231	654,152	2,012	63,042

DEPARTED.

For what states.	With cargoes.		In ballast.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
America—United States	12	4,860	-------	----------
Spanish possessions	3	1,301	-------	----------
Venezuela	1	200	-------	----------
Brazil	19	4,521	-------	----------
Austrian ports	5,794	283,895	2,180	66,622
Africa—Tripoli of Barbary	1	179	-------	----------
Tunis	11	2,805	-------	----------
Morocco	1	189	-------	----------
Algiers	13	2,970	-------	----------
Belgium	7	1,655	-------	----------
France—Atlantic	5	1,203	-------	----------
Mediterranean	68	14,506	1	785
Great Britain and Ireland	102	43,571	-------	----------
Possessions—Europe, Gibraltar	1	125	-------	----------
Malta	71	11,904	-------	----------
Greece	213	27,648	14	1,504
Hanseatic Towns	16	3,196	-------	----------
Bremen	3	512	-------	----------
Denmark	2	298	-------	----------
Ionian Islands	137	18,747	5	1,052
Italy—Sardinia	12	1,824	1	165
Sicily	56	12,384	14	5,091
Naples	384	20,840	42	1,859
Tuscany	7	1,329	5	3,471
Papal States	528	32,162	18	2,448
Prussia	3	583	-------	----------
Netherlands	23	6,078	-------	----------
Russia—Baltic sea	5	964	-------	----------
Black sea	8	2,960	-------	----------
Spain	10	2,243	2	415
Sweden, Norway	2	427	-------	----------
Turkish Empire—Turkey	372	92,111	56	16,932
Egypt	91	36,560	-------	----------
Moldavia	2	324	-------	----------
Wallachia	2	464	-------	----------
	7,985	634,938	2,337	100,344

Statement showing the arrivals of vessels, both Austrian and foreign, at the port of Trieste from the year 1856 *to* 1860.

Years.	AUSTRIAN.				FOREIGN.			
	With cargoes.		In ballast.		With cargoes.		In ballast.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1856	7,918	476,444	1,169	46,905	1,796	244,840	22	5,288
1857	7,788	492,022	1,313	34,417	1,574	211,634	58	9,633
1858	7,120	483,241	1,264	34,301	1,934	245,415	38	3,958
1859	6,697	393,124	2,398	166,894	1,770	210,211	104	8,944
1860	6,614	449,133	1,857	46,842	1,617	205,021	155	16,199

Value of all the merchandise imported and exported at the port of Trieste from and to foreign states, as well as other Austrian ports, during the year 1860, *culculated at official prices.*

From and to—	Value in new Austrian paper florins.	
	Imported.	Exported.
Austrian ports	19,946,271	41,877,020
Barbary	----------	9,110
Algiers	----------	66,847
Belgium	1,435,109	171,761
Italian kingdom	10,989,264	13,678,132
Ionian Islands	734,731	1,911,831
Greece	3,905,260	3,152,688
France	5,016,820	1,208,325
Spain	188,187	63,378
Portugal	78,050	----------
Great Britain and Ireland	17,369,863	4,829,223
Great Britain—possessions in Europe	126,146	686,728
Netherlands	4,466,609	1,353,556
Hanseatic towns	459,957	414,781
Prussia	23,445	30,906
Denmark	----------	136,771
Sweden and Norway	98,707	89,284
Russia	1,673,213	494,172
Turkey	12,282,857	11,041,541
Moldavia and Wallachia	2,080,773	78,800
Egypt	3,961,731	2,418,249
St. Domingo	887,298	----------
Tunis	----------	129,342
Morocco	----------	4,365
Spanish possessions in America	502,231	36,489
United States	5,496,526	1,190,357
Mexico	49,301	----------
Venezuela	294,551	22,276
Brazil	4,190,146	492,471
Peru	93,466	----------
British possessions in Asia	539,377	----------
Sumatra	207,278	----------
Total by sea	97,097,167	85,587,803
Total by land	50,050,667	38,009,242
	147,147,834	123,597,045
	$73,573,917	$61,798,522

APRIL 8, 1861.

I have the honor to transmit to you enclosed a copy of my despatch to the Secretary of the Treasury of the 6th instant, touching the necessity of fixing the value of the new Austrian silver florin.

CONSULATE OF THE UNITED STATES,
Trieste, April 6, 1861.

SIR: I have the honor to hand you enclosed a so-called "new" Austrian silver florin, coined in accordance with the imperial decree of April 27, 1858, and submit it to you to have this florin tested, and the value thereof fixed in American cents. The act of Congress of May 22, 1846, (§ 1, 9 Stat., 14 Brightly's Digest, 1789 to 1857, p. 156,) fixes the value of the *then* Austrian florin upon forty-eight and one-half American cents; but § 3 of the act of Congress of February 21, 1857, (11 Stat., 163,) imposes "the duty of the director of the mint to cause assays to be made from time to time of such foreign coins as may be known to our commerce, to determine their average weight, fineness, and value, and to embrace in his annual report a statement of the results thereof." In consequence thereof, the director of the mint "prepared" on the 12th of November, 1857, at the request of the Comptroller of the Treasury, "a table of foreign coins, with their equivalents in United States currency, gold valuation," in which the value of the Austrian florin was declared to be fifty-one and two mills American cents. This table was communicated to all the United States diplomatic representatives and consuls by a circular dated October 1, 1858. I now beg to refer to my report made to the First Comptroller of the Treasury on the 19th of May, 1859, wherein I explained the radical change which the currency of Austria has undergone under the operation of the imperial decree of April 27, 1858. From the moment I have entered upon the duties of this office, (January 27, 1859,) I considered the revenue of the United States much interested in the new assay of the "new" Austrian silver florin, and submitted to test this "new florin" in the report of May 19, 1859.

The custom-houses at New York and other ports have frequently been at a loss to understand the difference between the "old" and the "new" Austrian silver florin, which confusion, coupled with the new era of the depreciation of the Austrian paper money since the beginning of the Italian war, became still greater, which led to the formation of the certificate, certifying in one instrument the fixed silver depreciation of five per cent., and the fluctuating one on the paper. This appears to be satisfactory at present, but it is plain to me it becomes now necessary to test the value of the new Austrian silver florin, because that florin whose value has been fixed by Congress and the director of the mint does not circulate any more.

I am, sir, very respectfully, your obedient servant,

STEPHEN S. REMAK,
United States Consul.

SALMON P. CHASE,
Secretary of the Treasury of the United States, Washington, D. C.

SEPTEMBER 14, 1861.

The value of merchandise imported at Trieste direct from the United States during the year 1860, calculated at official prices, amounted to 5,496,526 florins, about equal to $2,748,263, against 4,880,365 florins, or equal to $2,440,188 in the year 1859; and the merchandise exported to the United States direct during the same period to 1,190,357 florins, about equal to $595,178, against 1,491,089 florins, or equal to $745,545, in the year 1859.

The annexed table shows the value of the whole imports and exports at Trieste during the year 1860:

IMPORTS.

	Florins.
By sea	97,097,167
By land	50,050,667
	147,147,834

Or $73,573,917.

EXPORTS.

By sea	85,587,803
By land	38,009,242
	123,597,045

Or $61,798,522.

The accompanying statement shows that during the year 1860 forty American vessels, with an aggregate tonnage of 17,430 tons, arrived at Trieste, of which thirty-five came directly from the United States. Fourteen of all these vessels left this port with cargo, and the rest in ballast.

Imports of raw sugar for the twelve months ending August 30, 1861.

1860.	Brazil.	West Indies.	East Indies.	Total.
September ..... centners..	360	----------	----------	360
October ..... do	400	----------	----------	400
November ..... do	----------	1,225	----------	1,225
December ..... do	----------	----------	----------	----------
1861.				
January ..... do	40	1,200	----------	1,240
February ..... do	40	----------	----------	40
March ..... do	990	700	170	1,860
April ..... do	----------	880	1,030	1,910
May ..... do	----------	4,445	1,415	5,860
June ..... do	----------	4,590	130	4,720
July ..... do	----------	9,200	----------	9,200
August ..... do	----------	750	350	1,100
	1,830	22,990	3,095	27,915

Notwithstanding beet root and beet sugar have commanded high prices, it has been impossible for the holders of colonial sugar to regain their ancient custom in the interior. High duty on imported sugar and extravagantly fluctuating London exchange continued to be the causes of the decline in the consumption of colonial sugar. Istria, a province of the empire, but little favored by nature, and situate upon the confines of the territory of Trieste enjoys now the repeal of the custom-house laws, as far as it affects that unfortunate province. The inhabitants of Istria are, therefore, enabled to consume more sugar and to give impulse to the market. This consumption, however, consists of Dutch, Belgium, and French crushed and refined sugar, and leaves but little margin to the market of Trieste.

The following tables will show the stock on hand and the importations of sugar on the 1st of August at the six principal markets of Europe during the last three years:

Stock on hand on the 1st of August.

Countries.	1859.	1860.	1861.
Holland.....quintals..	200,000	110,000	385,000
Antwerp.....do.....	48,000	12,000	59,000
Hamburg.....do.....	70,000	90,000	130,000
Trieste.....do....	123,000	49,000	41,000
Havre.....do.....	142,000	123,000	132,000
England.....do.....	1,612,000	2,366,000	2,586,000
	2,195,000	2,750,000	3,333,000

Importations of sugar during the seven months.

Countries.	1860.	1861.
Holland.....quintals....	1,345,000	1,760,000
Antwerp.....do.....	102,000	341,000
Hamburg.....do.....	245,000	335,000
Trieste.....do.....	106,000	156,000
Havre.....do.....	301,000	265,000
England.....do.....	5,484,000	6,353,000
Total imports.....do.....	7,583,000	9,210,000
Stock on hand on the 1st of January, 1861.....do.....	2,505,000	1,817,000
General total.....do.....	10,088,000	11,027,000
Stock on hand on the 1st of August, 1861.....do.....	2,750,000	3,333,000
	7,338,000	7,694,000

The consignments of sugar during the past month were almost equal to those of last year at the same period. On the other hand, the importations have considerably increased in proportion to those of 1860; and since the beginning of this year there is an increase of 24 per cent. compared with the imports of last year. The stock on hand is, therefore, larger than that towards the end of 1854. The quantity of sugar shipped for Europe from the West Indies amounts to more in the year 1860; this over export must, necessarily, affect the present importation. According to the recent news received from Brazil, the new crop presents very favorable prospects, and, consequently, the product is exported at the leading ports sooner than usual. Out of the crop of 1860–'61 the exports at Bahia and Pernambuco amounted, until the 1st of July last, in the whole, to 1,147,000 centners, against 1,072,000 centners of last year. The exports at Havana, Matanzas, and Cardenas amounted, during the first six months of this year, to 4,374,000 centners, against 3,585,000 centners in 1860. The stock on hand has been, notwithstanding, smaller than the previous year. The last sugar crop of Mauritius has furnished at least 2,700,000 centners, and the new one is estimated at 2,800,000 centners; also in the State of Louisiana the new crop is believed to exceed that of 1860.

The crop of beet root in Europe will be larger than at any previous time.

Tables showing the stock on hand and the importations of coffee on the 1st of August at the six principal markets of Europe during the last three years.

Stock on hand on the 1st of August.

Countries.	1859.	1860.	1861.
Holland.....quintals..	807,000	628,000	471,000
Antwerp.....do.....	55,000	54,000	66,000
Hamburg.....do.....	130,000	130,000	220,000
Trieste.....do.....	41,000	50,000	81,000
Havre.....do.....	95,000	123,000	172,000
England.....do.....	156,000	155,000	142,000
Total.....do.....	1,284,000	1,140,000	1,152,000

Imports during the seven months.

Countries.	1860.	1861.
Holland.....quintals....	609,000	810,000
Antwerp.....do.....	175,000	201,000
Hamburg.....do.....	555,000	575,000
Trieste.....do.....	150,000	191,000
Havre.....do.....	338,000	395,000
England.....do.....	349,000	325,000
Total of the imports.....do.....	2,176,000	2,497,000
Stock on hand the 1st of January.....do.....	1,045,000	902,000
General total.....do.....	3,221,000	3,399,000
Stock on hand on the 1st of August.....do.....	1,140,000	1,152,000
Consignments during the seven months.....do.....	2,081,000	2,247,000

In consequence of the arrival of a great many cargoes, principally from Brazil and Ceylon, the total imports of the preceding month have immensely increased, if considered with those of July, 1860. The consignments during the last month were again not so great as during the last year at the same time. Thus the stock on hand has naturally increased. The exportations from Rio from July 1, 1860, to June 30, 1861, amount to 2,572,000 bags, against 1,753,000 bags in the year 1859–'60, and from Santos to 257,000 bags against 292,000 bags. The crop of 1860–'61 is estimated about 3,600,000 bags. The new crop varies from 1,200,000 to 1,600,000 bags.

The importations of cotton at Trieste from the United States during the year 1860 amounted to 36,248 bales against 30,226 bales in the year 1859. The following table shows the whole imports and exports of raw cotton at Trieste during the last three years, and the stock on hand on the 31st of December of the same.

Countries.	IMPORTS.			EXPORTS.			STOCK, DECEMBER 31.		
	1858.	1859.	1860.	1858.	1859.	1860.	1858.	1859.	1860.
	Bales	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
America, (United States).....	25,975	30,226	36,248	27,891	31,583	28,378	1,455	98	7,968
Mako, (Egypt).....	28,494	9,582	10,514	19,780	15,702	10,249	6,400	280	543
Macedonia.....	861	1,464	14	851	1,944	14	610	130	130
Smyrna, Syria, and Greece.....	3,138	4,315	2,254	3,628	3,842	2,401	96	569	422
Brazil.....	662	43	--------	662	43	--------	--------	--------	--------
Indies.....	25,067	15,683	36,036	28,986	13,068	37,869	421	3,036	1,203
Total.....	84,197	61,313	85,064	87,798	66,182	78,911	8,982	4,113	10,266

Showing an increase of 23,751 bales on the imports, and of 12,729 bales on the exports.

Exhibit of the trade in cotton at the several ports of the United States during the year 1859–'60, *compared with the year* 1858–'59.

	1856–'60.	1858–'59.
Exports for England ---- bales	2,669,432	2,019,252
Do ---- France ---- do	589,587	450,696
Do ---- North Europe ---- do	295,072	330,012
Do ---- other countries ---- do	220,082	221,443
Total ---- do	3,774,173	3,021,403
Crop, (quantity received at the ports of the United States) ---- do	4,675,770	3,851,481
Consumption in the United States ---- do	978,043	927,651
Stock at the ports on August 31 ---- do	227,708	149,237
New cotton arrived at the several ports before September 1 ---- do	51,600	12,369

Only one vessel with cotton arrived at Trieste since January 1, 1861, direct from the United States, bringing 777 bales. This total stagnation of trade in American cotton has mostly to be attributed to the present difficulties of the United States. American cotton was received at Trieste during the year from Liverpool and Genoa for the purpose of supplying the wants of the neighboring factories.

Imports of cotton yarns in the year 1860.

Countries.	1860.	1859.
By sea, from Austrian ports ---- pounds	41,000	11,100
Do ---- England ---- do	2,736,200	3,145,000
Do ---- other ports ---- do	26,200	30,900
Total by sea ---- do	2,803,400	3,187,000
Total by land ---- do	475,700	313,400

The demand for assortment and qualities in cotton yarn for the market of Trieste was the same as usual.

The articles exported from Trieste to foreign countries are principally drawn from the interior of the empire and from the Levant. The exportations from Trieste to the United States direct, during the year 1860, have been very extensive. The merchandise sent is as follows: Rags, currants, steel, sponges, &c., &c. The most part of corn is imported from the interior, and especially from Hungary and the Banat. This article furnishes almost three-fourths of the whole imports.

Imports and exports of wheat and maize at Trieste during the year 1860, *compared with the year* 1859.

IMPORTS OF WHEAT.

Year.	Austrian ports.	Russia.	Danube.	Italy.	Levant and Albany.	Hungary and Banat.	Total.
1860 ---- bushels	173,000	62,000	39,400	4,900	3,700	345,000	628,000
1859 ---- do	164,400	166,600	22,700	143,400	----	70,000	567,100

IMPORTS OF MAIZE.

Year.	Austrian ports.	Danube.	Italy.	Levant and Albany.	Hungary and Banat.	Total.
1860 ..... bushels..	13,500	388,000	27,100	53,500	20,000	512,100
1859 ..... do...	9,400	284,400	120,400	79,800	7,500	501,500

EXPORTS BY SEA.

Grain.	Austrian ports.	England.	Italy.	Levant.	Northern Germany.	Total.
Wheat ..... bushels..	244,532½	220,117	11,000	7,250½	18,300	501,200
Maize ..... do...	297,900	26,300	34,500	9,200	.....	367,900

Comparative table of the imports and exports by sea and consumption of grain and linseed, together with the prices and stock on hand on December 31 *of the years* 1860 *and* 1859.

Articles.	1860.				
	Imports.	Exports and consumption.	Prices in new Austrian paper florins.		Stock on December 31.
			Lowest.	Highest.	
Wheat ..... bushels..	283,000	720,000	5.00	10.75	15,000
Maize ..... do...	492,100	557,000	4.50	6.20	103,000
Rye ..... do...	70,000	85,000	3.75	5.80	28,000
Oats ..... do...	127,500	79,000	2.50	3.85	52,000
Barley ..... do...	37,200	30,400	3.25	6.00	15,000
Beans ..... do...	32,500	39,500	5.00	7.00	.....
Linseed ..... do...	13,500	17,700	7.50	10.50	1,000

Comparative table of the imports and exports by sea and consumption af grain and linseed, &c.—Continued.

Articles.	1859.				
	Imports.	Exports and consumption.	Prices in new Austrian paper florins.		Stock on December 31.
			Lowest.	Highest.	
Wheat ..... bushels...	497,100	511,400	3.68	9.00	62,000
Maize ..... do...	494,000	412,200	2.35	5.80	158,000
Rye ..... do...	152,300	126,300	2.60	7.00	43,000
Oats ..... do...	230,400	485,000	1.93	5.50	35,000
Barley ..... do...	35,600	37,400	2.23	4.25	8,200
Beans ..... do...	23,300	19,600	5.50	7.00	7,000
Linseed ..... do...	26,400	24,700	6.82	9.75	5,200

The total sale of the above articles amounted during the year 1860 to 2,666,900 bushels.

PRUSSIA.

STETTIN.—R. F. SCHILLOW, *Consul.*

APRIL 30, 1861.

I have the honor of enclosing my annual report for the year 1860. The custom-house lists of the report of the chamber of commerce of Stettin I shall forward under special cover.

During the last quarter no American vessels have arrived.

The trade of Stettin during last year has reached, according to the report of the chamber of commerce and the custom-house lists, (which I have the honor of handing herewith,) an extension not known heretofore; the reason of which being that the forwarding business, a branch till now always regarded as an inferior one at this place, has become the principal one. The wholesale grocery business, formerly the most important next to the timber and grain trades, is becoming of less account from year to year. The inland merchants and manufacturers, who used to supply themselves at the neighboring large ports, begin to find it more to their advantage, enjoying all the facilities formerly only extended to large importers, now to buy all their merchandise direct, and all the benefit Stettin derives from the provinces in this line dwindles down to a mere forwarding commission.

The timber trade has not reached the standard of former years. The rates of freight still continue too low to leave a margin large enough to encourage ship-building, and the demands of the timber contractors in Prussian Poland and the kingdom of Poland, the principal furnishing regions, are becoming higher and higher. The forests alongside the rivers, at least the larger trees therein, being nearly all cut down, the timber has to be transported sometimes for miles before water is reached to float it, and consequently it becomes so much more expensive.

The shipping of this port consists of 192 vessels, of 55,000 tons measurement, against last year's 196 vessels, of 59,000 tons; fifteen ships having been lost in the course of the year, and only ten new ones built.

Grain has been exported, principally to Great Britain, in the following quantities:

Wheat	1,634,904	bushels.
Rye	127,584	"
Barley	520,800	"
Oats	52,128	"
Peas	61,440	"

The importation from the United States consisted of four cargoes in Prussian ships, viz:

Extract of logwood	159	hundred-weight.
Chemicals	2	"
Dye-wood	1,084	"
Rosin	17,592	"
Rice	6,573	"

The only cargo shipped from here to the United States consisted of 6,000 hundred-weight of zinc plates.

This has been one of the rare instances of a return freight to the United States, the scarcity of which prevents American ships from coming to this port, being nearly always under the necessity of sailing from here either to Sweden or Russia to procure a cargo for their vessels. The goods exported from the back country, such as zinc and cloths from the manufactories in Silesia—in which especially, during last year, a large business has been done—are always sent for shipment to Bremen or Hamburg, there being plenty of opportunity in conse-

quence of the tide of emigration flowing to those ports. This will remain the case until a regular line of packets will be established between this port and New York. Such a project has been started at different times, but, somehow or other, always been dropped again.

CHARLES J. SUNDELL, *Consul.*

SEPTEMBER 30, 1861.

The annual report which, in conformity with regulations for consuls, is required from them at this period of the year, will in my case and at this time necessarily be but a short one. It is only thirty days since I entered upon the discharge of my duties at this port, and I have had little or no time to become in any degree reliably acquainted with the trade and commerce of the place. One very apparent fact, nevertheless, presents itself without much observation, namely, that the direct trade between the United States and Stettin has, for the last years, been but very insignificant. A close investigation as to the causes and reasons for this fact I will endeavor to make, and shall report thereon, in connexion with a better detailed statement than this present one of commercial affairs here, and which I hope to be enabled to present in a report at the beginning of next year. And I would beg to be allowed hereafter to transmit my annual report at the end of the first quarter of the year, as no reliable information can be gathered until the publication here of the custom-house review and the report of the chamber of commerce, both of which are issued at the commencement of each year. The consular agents under this consulate are also used to report at the same period annually, and their reports I could connect with my own, so as to give full and authentic information concerning commercial affairs in this region. Most of the trade at this place seems to be "transits;" and the great staple, American cotton, comes here, strange enough, from England in considerable quantities, and not a pound direct. From here most of the article finds its way to Silesia and Austria, also some to Saxony and the city of Berlin, none being worked here in the immediate vicinity.

Trade with England generally is stated to be on an increase; so also with France, to which latter country considerable quantities of grain and provisions are shipped.

The timber trade is said to be on a fair increase, considering the large competition therein, which leaves such a small margin of profit as to induce no new investments of capital in that branch.

Ship and boat building have during the year been rather inactive.

The trade with Russia, Sweden, and Norway has been good on an average, tallow, hides, iron, steel, herring and salt fish, &c., from those countries having been favorably exchanged for other transit articles from here. From Scotland large quantities of herring have also found a market at this place.

Of the grain crop in this region for the year nothing positive can as yet be said, but enough is known to pronounce the one of rye (the principal grain here) less than good, wheat and barley good, and oats below the average yield.

The price of rye has within the last four weeks risen twenty-five per cent., from fear, it is said, that the potato plant here is suffering from disease to a great extent.

Large demands for wheat from France have created great activity in that article, and prices are on a steady rise.

Water freights are ruling high; and it is found that, from the increase of the transits and commission business, the clearances of this port for 1860 exceeded those of 1859 by 399, and the arrivals during the same period exceeded those of the year previous by 62.

The only arrival and departure of American vessels at this port during the year ending at this date, and as already reported upon by my predecessor, was the bark Harvest Moon, of 360 $\frac{19}{95}$ tons burden, which arrived here on the 11th of June from New York with a cargo of Laguna logwood valued at $15,000, and left this port for London on the 15th of July with a cargo of timber valued at $4,800.

BAVARIA.

NUREMBURG.—PHILIP GEISSE, *Consul.*

OCTOBER 1, 1861.

I have the honor of transmitting herewith my consular statement of fees for the quarter ending June 30, 1861, and also my consular statement of fees for the quarter ending September 30, 1861, amounting to 72 florins, 30 kreutzers, or $29, which shows some little improvement in the commercial intercourse between this city and the United States during the last three months; but still business seems to be at a dead stand, and the merchants and manufacturers in general in this kingdom are suffering from the effects of the deplorable insurrection of the southern States, and it is impossible for me to make even an approximate estimate of the amount of exports during the last nine months; and the only possible way to enable the consul to make an accurate report of the value of exports from his consular district to the United States, and to put a final stop to the evasions of the consular certificate to invoices, would be to require all invoices, whether consignments or non-consignments, whether for American or foreign accounts, or only in part for foreign accounts, to be subjected to the consular inspection and certificate at the place of growth, manufacture, or first export; and this regulation would not only check the many frauds on our revenue by under-invoicing, but also furnish the consul, at inland manufacturing and trading provinces, with the means of deriving and furnishing the information in regard to trade and manufactures expected of him by the department, and be at the same time a source of considerable revenue to the United States, and in no way an onerous tax upon the mercantile community, for the benefits thereby derived to the honest trader, in guarding him against unfair competition, would outweigh, even in the smallest invoice, the amount of fee imposed. * * *

SAXONY.

LEIPSIC.—P. A. STOCKTON, *Consul.*

SEPTEMBER 30, 1861.

I have no changes to report in commercial matters during the past year.

The commerce, manufactures, and agriculture of the kingdom appear to be progressing favorably.

Saxony is entitled to the distinction of being the most industrious state in the German Confederation, if not in Europe, having in herself all the necessary elements for its existence

and continuation. The northern slopes of the southern border mountains furnish abundance of water power for manufactures; the mines of metal and coal are numerous, well worked, and productive; and agriculture flourishes in a very satisfactory manner.

At present there are in Saxony about one hundred stock companies, with an aggregate capital of over 50,000,000 thalers.

Two hundred and fifty thousand persons are in the immediate employment of Saxon industry, and seven hundred thousand gain their living by it.

The yearly produce amounts to about 60,000,000 thalers.

The mines are not distinguished for their richness, but they hold a high position for their excellent management and machinery, and for the scientific institutions connected with them. The annual produce in silver, cobalt, nickel, tin, lead, copper, zinc, and arsenic amounts to 2,000,000 thalers, in iron to 1,700,000 thalers, and in coal to 3,250,000 thalers. The production of iron is not equal to the demand, as 8,500,000 thalers' worth is annually consumed. Twenty-five thousand persons are employed in the various branches of mining. The increase of motive power has progressed rapidly: in 1846 there were 197 steam-engines; in 1856 there were 550; and at present a much larger number, over 700.

Machine building commenced here thirty years ago, principally at Chemnitz. Among its chief productions are spinning machines and steam-engines. Of the 700 steam-engines in use, over 500 are of Saxon manufacture. Five thousand persons are employed in this branch, and the annual produce is 3,500,000 thalers.

Machine spinning has also increased rapidly. In 1834 there were 74 spinners; in 1845 116 spinners, with 475,000 spindles; in 1855 135 spinners, with 554,000 spindles; and at present there are about 635,000 spindles, which consume annually over 28,000,000 pounds of cotton, and produce 22,000,000 pounds of yarn, amounting to 6,700,000 thalers. The worth of the raw material is increased $33\frac{1}{3}$ per cent. by the manufacture. The number of persons employed is 13,000. In weaving 100,000 persons are employed. There are 70,000 hand looms and 1,500 machine looms. Of the population one in every twenty is a weaver. The annual produce amounts to 21,000,000 thalers. Stocking manufacture employs 44,000 looms, and produces 7,000,000 thalers. Twenty thousand persons live exclusively by lace making, twenty thousand more partly. Twenty thousand are employed in embroidery and ten thousand in fringe making, with an entire annual produce of from 4,000,000 to 5,000,000 thalers. Cotton printing, bleaching, and dyeing employ three thousand persons, with a produce of 3,000,000 thalers. Paper manufacture and chemical works produce 4,000,000 thalers.

Saxony ranks high in book and art printing. There are 110 book printing establishments, 91 machine and 272 hand presses, and 200 typographical establishments, whose annual produce amounts to 2,500,000 thalers.

The great Easter fairs, which commenced the middle of April, suffered, like the corresponding ones of 1858, 1859, and 1860, from the general dullness of trade, being influenced by the prevailing political and commercial conjunctures, which are by no means favorable.

In the east the possessions of the Porte are loaded and depressed by financial difficulties. The condition of the Russian and Austrian currency; the disturbances in Warsaw; the visible arming of many of the European states, which seems to prognosticate a storm in the political horizon; the civil war in America—all these combined to make the season a dangerous and uncertain one for commerce and manufactures.

In consequence of these adverse circumstances, the amount of goods brought for sale was small for an Easter fair. Manufacturers had little inducement to produce goods which had not been ordered beforehand. Very little was purchased for the United States, which, however, might have been expected.

HANOVER.

J. S. HUTTON, *Consul.*

DECEMBER 31, 1860.

Herewith I enclose the quarterly returns of this consulate to date, (Enclosure No. 1,) which I hope will be found in accordance with the Consular Regulations.

The short time I have been here, and the fact that all the statistics on the commerce and manufactures of this kingdom are not to be had before summer, prevent me from writing as fully on this subject as I would like to do. However, the direct commercial relations with the United States are still very small, indeed hardly worth mentioning, as the two articles of American growth, cotton and tobacco, which are both largely used here, particularly the latter, are imported only indirectly by Bremen, Hamburg, or England, and direct exports hardly ever take place. The invoices legalized the past year are for ultramarine dye and relozos, (a species of silk shawl or scarf,) both of which, if found to answer, may perhaps lead to larger exportations.

Last summer a small quantity of Baker and Jarves's island guano was imported from Hamburg; and this trade may prove of some importance, if the result of the several trials made the past autumn should prove to be valuable for this soil, which, however, cannot be determined till next autumn.

The harbors of Hanover are scarcely ever visited by American ships.

Harburg (favored by the permission of importing goods free from paying the tolls at Stade) could never become of any importance for the transatlantic trade, on account of too little depth of water; and, now that the Stade tolls are about to be abolished, this port will probably lose what little trade was drawn there by the above-mentioned preference.

Leer and Emden (on the Ems) are ports of some importance, more particularly since a regular pilot service has been established. The river Ems, with its ports, is looked upon as neutral, (half of its mouth belonging to this kingdom and half to the Netherlands,) so that, in case of war and blockade of other ports, it would be the means whereby every kind of goods could safely be imported for Holland and Germany; and certainly this government consider it of some importance by erecting a pilot service, by which it is now possible for foreign ships to enter this dangerous river, which until now could only be navigated by seamen born in that part of the kingdom. Enclosure No. 2 is the tariff of pilotage recently issued.

Giestemünde, (a seaport near Bremenhaven, at the mouth of the Weser,) however, is in every respect fit to have a great future; and as excellent docks are now being built there, as well as a railroad connecting it with Bremen and this city, it will probably be the first Hanoverian port, so far as American interests are concerned.

The American interest in all these ports may for the present very well be taken care of by a consul in this city, who would perhaps in a few years find it advisable to appoint an agent at Giestemünde; but at Harburg an American consular officer would really have nothing to do, and set one of the ports on the Ems only in case of war.

There is no official announcement yet about the time when the Stade tolls shall be abolished, nor about the compensation to be paid therefor, but it is generally understood that the price agreed upon is 3,100,000 thalers—one-third to be paid by England, one-third by Hamburg, and one-third by the different other States whose ships frequent the Elbe. As soon as this shall be regulated and the money paid the tolls shall cease to be collected, but not till then.

FRANKFORT ON THE MAIN.

SAMUEL RICKER, *Consul.*

OCTOBER 1, 1860.

I have the honor to hand you herewith a report on the commerce, manufactures, agriculture, &c., of the free city of Frankfort for the year commencing October 1, 1859, and ending September 30, 1860. It stands to reason that, with the exception of some rather interesting changes, it is in many respects similar to previous reports.

In comparison with the transactions of the exchange the trade in merchandise is quite insignificant. Owing to the deplorable want of official statistical information it is very difficult to arrive at a sound opinion on the commercial operations of this place. The board of commerce does not publish any reports. In its stead, within a very short time, the Geographical and Statistical Society has voluntarily drawn up and published a report relating to commerce, but this report comprehends only the period from 1850 to 1857, and is therefore more than two years in arrear. Still this work, which extends its review also over some other scenes of Frankfort business and life, is valuable as a first attempt to shed light on a district hitherto strangely enveloped in darkness.

The traffic during the years from 1850 to 1857 shows a regular increase from 2,826,300 to 9,923,574 quintals of goods. Of the latter, that is, of the traffic of 1857, the imports amounted to 4,596,356 quintals, and the exports to 3,198,539; the transit goods to 2,128,579 quintals. The seven preceding years exhibit a similar proportion, the import always exceeding the export, and this again the transit, on an average of one-third to one-half. As regards the means of transport by which those goods were forwarded, a decrease is perceptible in the common land carriage, (per wagon,) from 1,423,099 quintals in 1850 to only 465,764 in 1857; but an increase in the water carriage, from 647,402 quintals in 1850 to 1,730,539 in 1857; and naturally a far more striking increase in the transport by railway, viz: from 755,799 quintals in 1850 to 2,167,193 in 1853, (the first year after the establishment of the direct transit communication,) and to 7,727,271 quintals in 1857.

The goods are not particularly specified, but it may be stated, generally, that the imports are chiefly colonial goods, in which considerable local dealings are transacted. Without official information—which in this branch is withheld to a degree almost amounting to secrecy—nothing positive can be stated about the export trade. There is little manufacturing activity and a very small number of factories in the territory of Frankfort. Agricultural and especially garden produce evidently hold a prominent place in exportation. Of another branch, representing a very important part of the commercial business here, even an approximate estimate cannot be obtained from any published statistics; this is the commission business, especially in silk, in which very large orders are effected by Frankfort houses from Italy and France for the north, and chiefly for Russia. Some of the first houses here are engaged almost exclusively in this business, though it is much less extensive now, owing to the altered system of commercial intercourse.

The very fertile tracts of land which surround Frankfort, especially the Wetteran (the country between Vilbel and Friedberg) and the highly-favored districts on the Rhine and Main, have of late years given a lively impulse to the corn trade. As the price of corn forms the standard of all other prices, I have annexed (Table IV) a review of the variations of price in the principal sorts of grain on the Frankfort corn market during the last twelve months.

Until shortly before the close of that period the table shows a very considerable advance in the prices of wheat and rye, as compared with those of the preceding year, while oats have remained rather stationary. Barley, at a price about a quarter of a florin higher than rye, has experienced almost the same fluctuations with oats up to May last, from which time to the beginning of August transactions in it were very dull. Some brisk business is done here also in oil, especially rape-seed oil.

The culminating point of the good business is, of course, the fair, which is held here twice a year, in spring and autumn, and lasts three weeks each time. The complete revolution in commercial intercourse brought about by the two powerful agents of modern times, electricity and steam, has often suggested the question in Germany whether it was not time to abolish the mediæval institution of fairs. From an examination of the importance and expediency of these institutions, as far as is possible in the absence of all published statistics, it appears that the business decreases from year to year, that many firms no longer attend the fairs at all, and, finally, that the retail trade, and that only under favorable circumstances, derives alone some profit from the fairs by realizing a rapid sale. Of late years political and commercial uncertainty have prevented the merchants from making even an approximate estimate of their summer supplies till the spring fair, and of their winter supplies till that in the autumn. Any deficiency which may occur in their warehouses is so easily made good by the activity of industry, and there are, besides, hundreds of travelling agents crowding around them at all times of the year, ready to undertake any order at a moment's notice. Why, then, should the dealer unnecessarily expose himself to the danger of overstocking his warehouses? Thus the real importance of the fairs decreases more and more every year, and if their entire abolition is not yet contemplated it is only owing to the interest taken in them by the city and its inhabitants. The institution has, in the course of ages, connected itself by innumerable ties with social life. Nearly every means of traffic is based on the fairs. They are the usual periods for all payments. A number of judicial relations are connected with them. Many classes of the population are, by their trades, specially attached to the fairs, a connexion which is of double importance in a city where transition from one mode of livelihood to another is prohibited by the strictness of the laws. But, above all, the value of those estates and buildings situated in the streets where the business of the fairs is conducted presents an almost insuperable obstacle to their abolition. For instance, the letting of a shop during the period of the two fairs produces quite as much as the permanent lease for the whole year; but the proprietor in most cases receives both the rents, because the ordinary tenant has to bind himself by contract either to leave the premises temporarily or to divide them for the time with the occupier during the fair. These and many other considerations will always operate to prevent the abolition being commenced on the part of the town. It could only be effected by an internal process of dissolution, originated by the circumstances of the time itself, the commencement being already shown by the principal foreign firms neglecting the fairs, though the termination is not to be expected certainly till after the lapse of many years.

Of the two fairs of the present year it may be remarked that they were both much injured by the unhappy state of affairs, as well as by the very unfavorable weather. The results of the spring fair—which was especially injured by an inundation of the Main, on the banks of which hundreds of small manufacturers and retailers had erected their booths—have been already reported. Nor was the autumn fair, which ended on the 18th of last September, less prejudicially influenced by the unfavorable weather, the gloomy prospects of the harvest, and the universal distrust in politics. Even the number of visitors, of sellers as well as buyers, was far below that of former years. There was a very small attendance of farmers and country people, as they were mostly detained at home by the business of harvest, which in other years, with average fine weather, was finished before the fair, but this year was in full activity just at the time. The wholesale business, as has usually been the case on these occasions, had been partly

prepared and partly settled by the travelling agents before the actual commencement of the fair. The home trade no longer decides the price in manufactured goods, but transatlantic export business; therefore cloth and buckskin were valued ten per cent. higher than in spring, both on account of the increased price of wool and also of some large orders for the United States, so that inland purchasers kept rather in the background. The industry of the Zollverein, however, has made astonishing progress in this branch within the last ten years, and Silesian articles especially, such as buckskins, paterol stuffs, &c., are hardly to be distinguished from French, besides being nearly thirty per cent. cheaper. Other woollen goods maintained their prices of last year, but it is also to be observed that woollen and half-woollen Saxony cloths have also improved surprisingly, almost excelling the French article in quality and in cheapness of price. Odenwald cloth was well represented by large assortments. Woollen hosiery did not find so ready a sale as formerly, on account of the last few winters having been mild, and also from the supplies brought into market being very large. Articles of Wurtemburg manufacture, in particular, were abundant, as those which in former years went mostly to Savoy were brought here, their importation into that country being prohibited since its annexation to France. In English manufactured goods the business was very dull, the continued wet weather, which has injured the sale in the summer, having left large quantities on the retailers' hands. The only demand was for lamas and similar fancy goods, so that large quantities might have been disposed of if they had been brought into market. There were large assortments of calico, and it could only be sold at low prices. In Orleans and English half-woollen stuffs, however, the sales were very satisfactory. While cloth sold higher than and other woollen goods at least as high as last year, cotton goods were very flat, and the prices lower than for many years past. The quantity of goods manufactured exceeds, therefore, the demand; and it may be observed also that, while the weaving factories of the Zollverein have already gained a fair footing in the general market, the fabrication of cotton goods, stockings excepted, is scarcely beginning to compete with England. The abolition or at least reduction of the duty on half-fabrics would be of great benefit to this branch of industry. Of figured silks, which were the only kinds in demand, some articles, especially taffetas à bouquet and the uni sorts, obtained a good sale, in spite of the high prices of raw silk, which will probably be kept up for a time, as the prospects of the new silk crop are said to be very gloomy again. Silk ribbons and similar articles, especially such as are used by country people, were much in request, showing the increased prosperity of the rural population. The business in shawls and kerchiefs, though not good, was tolerable, but chiefly in common articles for daily use. The fluctuating state of politics does not permit extensive engagements in costly fancy articles, in consequence of which manufacturers and wholesale dealers had brought only small quantities into market, and they sold rapidly and at satisfactory prices. The transactions in linen were without animation, the prices, however, being high, without any prospect of a speedy fall, especially as yarn had lately risen in value in England.

On the whole, the autumn fair was one of the worst for many years past, and the supplies brought into market were, in general, more inconsiderable than ever. Only the leather market was remarkable for being well supplied, particularly with sole leather. The prices of this also declined a few thalers, a circumstance to be attributed to the continuance of the wet weather, which has been very unfavorable to the process of drying the article. German sole leather of prime quality sold at sixty-five to sixty-seven thalers per quintal; that from wild cattle at about seventy-six thalers; of cow leather the prices varied, according to the different qualities, from fifty to sixty-six thalers. Upper leather was in smaller quantities; prime quality sold at seventy to seventy-four thalers; cow leather at fifty-eight to sixty-five; neat's leather sixty to seventy-two; calves' leather, on an average for good quality, one hundred and fifteen to one hundred and twenty thalers, but of this article sales were also negotiated as low as eighty-four.

I cannot but repeat here the regret, already so frequently expressed, of the want of

sufficient statistical materials. The collecting and publishing of such materials is, in almost all the German commercial cities, left to the board of commerce, the organ of the body of merchants, and this duty is usually performed in a most conscientious manner. Frankfort also has its board of commerce, but, except in maintaining the regulations of the exchange, and sometimes the arrangements of the Main navigation, there is scarcely ever a sign of its activity to be perceived. Its transactions, like many other things in this little commonwealth, are kept strictly private, and the materials with which it is no doubt abundantly supplied for the preparation of annual reports, not only instructive for the public but advantageous also to its own interests, remain without use or application. In this manner affairs and circumstances such as we are informed of from other countries frequently in less than a year after they have occurred are here, in one of the principal cities of central Europe, still covered with impenetrable darkness. The only part which the board of commerce has made known of late years is the establishment of the exchange for commerce and industry, on the plan of similar institutions at Stuttgart and Manchester. On this subject I had the honor to report several times, and have only to add here that the managers of the Frankfort exchange made an offer to the establishment at Stuttgart—with which it is said to compete—to unite the two concerns, in so far as to have their meetings held alternate months in the two places. Stuttgart declined the offer, thus showing, as in all German undertakings, a spirit of disunion. The importance of Frankfort, however, as a place of exchange is of great advantage to this new establishment, which will, no doubt, on its part also exercise a favorable influence on the money market here. From the industry of the town itself it will, indeed, hardly derive any support, burdened as that industry is with so many impediments to its prosperity. Besides the two gas factories and an extensive factory of quinine there is little worth mentioning except a few iron founderies, a chocolate factory, one for artificial manure, and another for compressed vegetables. The two last are joint-stock undertakings, which is also the case with the two gas factories, of which one of the companies is domiciliated in England. The Frankfort gas company, at its last general meeting but one, passed a resolution for the purpose of forming again under an extended concession. It was hitherto authorized to manufacture only resinous gas, which is paid for twice as dear as the carburetted hydrogen gas made by the English company. Nevertheless it did not fail to obtain customers, who preferred the steady flame of the resinous gas to the flickering of the coal.

Of railways, besides a connecting line running exclusively on its own territory, Frankfort has shares in three government lines, the Main Neckar, the railway from Frankfort to Offenbach, and the Main Weser line. Leaving Frankfort by the Main Neckar line, the traveller can reach Darmstadt in forty-five minutes, Heidelberg in two hours and twelve minutes, Carlsruhe in four hours and twenty-eight minutes, Manheim in two hours and twelve minutes, Bruchsal in three hours and fifty-three minutes, Baden in five hours, Basle in eight hours, Zurich in eleven hours, Strasburg in five hours and twenty-two minutes, and Paris in eighteen hours and forty-five minutes. Leaving the same road for the Wurtemberg branch at Bruchsal, three hours and fifty-three minutes from this, the traveller can reach Stuttgart in six hours from Frankfort, Ulm in eight hours and thirty minutes, Munich in twelve hours and twenty-two minutes, and Vienna in twenty-five hours and twenty minutes. Leaving Frankfort by the Allerin-Weser line, the traveller can reach Cassel in five hours, Hanover in ten hours and twenty minutes, Hamburg in fourteen hours and forty-five minutes, and Bremen in thirteen hours and thirty minutes. Leaving the same road for the Frederic William Northern line at Gerstungen, seven hours and twenty minutes from this, the traveller can reach Berlin in fourteen hours from Frankfort, Leipsic in eleven hours, Dresden in thirteen hours, and Vienna in twenty-four hours. The private railway lines of which Frankfort is the terminus are the Frankfort Hanau line, the Taunus, and the Frankfort Hamburg, which was opened only last month. Leaving here by the Frankfort Hanau line, the traveller can reach Hanau in twenty-six minutes, Wurzburg in three

hours and twenty-five minutes, Bamberg in six hours and six minutes, Nuremberg in eight hours, and Munich in fourteen hours and thirty minutes. Leaving Frankfort by the Taunus line, the traveller can reach Cassel in fifty-two minutes, and Wiesbaden in one hour and twelve minutes. Leaving the same road for the Hessian Ludwigs line at Mayence, and then the Rhenish road at Bingen, one hour and fifty-two minutes from this, the traveller can reach Coblentz in three hours and thirty-five minutes from Frankfort, Cologne in six hours, Aix la Chapelle in seven hours and fifty-five minutes, Brussels in twelve hours and fifty minutes, Antwerp in fourteen hours and fifty-two minutes, Ostend in eighteen hours and thirty-five minutes, Calais in twenty-three hours and forty minutes, Paris in eighteen hours and thirty minutes, and London, *via* Calais, in twenty-nine hours and thirty minutes.

The navigation of the Main could not have been of much importance during the three years preceding the last, as the water was very low in the summer. Owing to the continued drought the Main and Rhine Steam Towing Company of this place has, like all German river navigation companies, done a very bad business. The shares had for a long time paid no interest at all, so that they had become quite unsalable. Recourse at last has been had to a subvention from the state in order to support this establishment, which is at least important for the commerce of Frankfort. It is, however, doubted that the legislative body will approve of the proposal of the senate to make the company an advance of 150,000 florins from public funds, without claiming any interest on the amount. The high water of the present year, and the agitation for the abolition of the Rhine tolls, lead to the hope that the company may extricate itself from its difficulties, which are to be ascribed chiefly to abuses in the establishment, for personal purposes, on the part of a former administration.

The proceeds of the Rhine tolls, as was more particularly mentioned on a former occasion, were, in the year 1803, intended partly for the compensation of a number of the mediatized German princes. In 1805 one of these, the sovereign Count of Salem Reiffenscheid Dyk, sold to the city of Frankfort five-sixths of his rent, amounting to about 30,000 francs, for 100,000 florins. The rent not being paid, Frankfort appeared as a complainant against the states bordering the Rhine, which raised the Rhine tolls, and therefore might be considered liable to the payment of the rent afterwards. The Diet endeavored to effect an arrangement, and at last, in 1847, proposed that a sum of 650,000 florins should be paid to the city of Frankfort, in full of all demand, and 160,000 florins to Count Salem, as his portion. The complainants, however, were not satisfied with this arrangement, and pursued their litigation till the Hanoverian Supreme Court of Appeal at Celle, appointed by the Diet as "Austrigal Court" for the final settlement of the dispute, has lately pronounced in favor of Frankfort, so that the *German* states on the Rhine, viz: Prussia, Hesse Darmstadt, Baden, Bavaria, and Nassau, have to pay all the rent in arrear, together with back interest, in all about 3,000,000 of florins, or $1,200,000.

I have on several occasions mentioned the efforts recently made, by all the parties interested in the navigation of the Rhine, to have the Rhine tolls abolished. The chief reason why some of the governments, especially those of Hesse Darmstadt and Nassau, are opposed to the abolition is the large revenue they derive from the tolls. The annexed table (marked V) states the receipts and expenditures, as well as the surplus and deficit amounts, which the Rhine states have derived from those tolls from 1851 to 1859, showing that Prussia, Nassau, and Hesse Darmstadt have enjoyed an average profit, annually, of 663,942, 126,742, 908,184, and 1,192,128 francs.

At the same time with the completion of the Junction railway, already mentioned, uniting the three principal stations with that of the Hanau Asdreeffenburg line, the new winter harbor was finished, so as to be able to receive vessels last winter.

The finances of this little republic are in the best order. The receipts and disbursements for the year 1860 are estimated as follows:

	Florins.	*Kr.*
Receipts	2,421,034	44
Disbursements	2,104,490	05
Surplus	316,544	39

The largest amount of the receipts arises from the customs, 625,000 florins, and the excise, 400,000 florins, besides the house and rent tax and the lottery, which are estimated altogether at 455,000 florins. The proceeds of the government railways are estimated at 400,000 florins. The two latter items of receipt are specially appropriated to the sinking fund. For this purpose, it is true, only 592,631 florins are counted among the disbursements, but the surplus arising from this difference is, by law, only to be applied to the payment of the public debt. The largest disbursements are, as in almost all the European states, for the maintenance of the military and the police; and although the sums charged for these items are a little lower (509,074 florins) than that for the sinking fund, they amount really to more than the fourth part of all the disbursements. For the church and schools only 114,837 florins are charged, the eighteenth part of the total disbursements. For the poor-houses and alms-houses 61,377 florins are required. The highest officers of the State receive 144,508 florins, those of justice 136,341 florins, and the bureau of administration 381,940 florins.

As regards custom-house affairs, Frankfort, being a member of the Zollverein, is not independent, and the laws and regulations of that union are in force here. Last year this was only the case with the alteration of the tariff, as it was agreed upon in October, 1859, at the meeting of the Zollverein held at Brunswick. The particulars of that alteration, which I had the honor to report in a special despatch, were published here on the 25th October, 1859, and put in force on the 1st January last. Of the total receipts of the Zollverein Frankfort receives, as already stated, an "aversum," in calculating which each inhabitant is estimated at $4\frac{2}{5}$ heads. This amounted in 1859 to 178,129 thalers, and for the first six months of the present year to 89,065 thalers.

The proportion of the total receipts and of the repartition is as follows:

(*a.*) *Import duties*, 1859.

	Import duties.			
	Thalers.	*Thalers.*	*Thalers.*	*Thalers.*
Total receipts		23,105,796		
Of which for Frankfort				824,444
Expenses	2,738,314			
Expenses for Frankfort		2,916,443	42,330	220,459
Aversum for Frankfort	178,129		178,129	
Balance		20,189,353		603,985

Which remainder of 603,985 thalers is to be paid back to the other states of the Zollverein, while Frankfort, of course, profits the said "aversum" of 178,129 thalers, or $124,690 30.

(*b.*) *Export and transit duties*, 1859.

Total receipts 215,552 thalers, of which 33,235 thalers fall to the share of Frankfort, and are to be paid back in full.

(a.) *Import duties from January* 1 *to July* 1, 1860.

	Import duties.			
	Thalers.	*Thalers.*	*Thalers.*	*Thalers.*
Total receipts		11,182,499		
Of which for Frankfort				432,894
Expenses	1,406,141			
Expenses for Frankfort		1,495,206	18,225	107,290
Aversum for Frankfort	89,065		89,065	
Balance		9,687,293		325,604

Which balance is likewise to be paid back, whilst Frankfort profits the said "aversum" of 89,065 thalers, or $62,345 50.

(b.) *Export and transit duties*, 1860.

Total receipts 98,117 thalers, of which 14,290 thalers fall to the share of Frankfort, and are to be paid over.

The total receipts of the two periods quoted show a decrease when compared with the year preceding, as follows, viz:

(a.)

	1859.	1858.	Difference for 1859.
	Thalers.	*Thalers.*	*Thalers.*
Import duties	23,105,796	28,002,849	4,897,053
Export and transit duties	651,746	604,650	47,096
Total gross receipts	23,757,542	28,607,499	449,957

(b.)

	First six months 1860.	First six months 1859.	Difference for 1860.
	Thalers.	*Thalers.*	*Tha'ers.*
Import duties	11,182,499	11,201,273	18,774
Export and transit duties	283,533	293,993	10,460
	11,466,012	11,495,266	29,234

This may be the proper place to say a few words on the negotiations now pending between the Zollverein and France respecting the treaty of commerce mentioned on a former occasion. These are as yet limited to a preliminary application on the part of the French government to that of Prussia or to the sentiments of the Zollverein states on the subject. The negotiations are prevented from being brought to a satisfactory conclusion chiefly by the present state of political affairs, as there is so much distrust of France in Germany that any

concession made by the government of the former is hardly accepted as sincere. In any case the conduct of such a treaty requires much care, as it is of the greatest importance to German commerce and industry. German agriculture can only be benefited by the abolition of the sliding scale of duty on foreign corn imported into France. This importation is chiefly limited to wheat, which grain is much less cultivated than it ought to be. The principal reason is the difficulty of exporting it into France, and the reduction of the duty would therefore give a fresh impulse to the cultivation of wheat. The importation of cattle into France ought also to be exempted from duty, for the treaty would only be beneficial to Germany if based on the principle that all German produce should enter France and all French produce enter Germany duty free. The free importation of French wines into Germany would, it is true, be obnoxious at first to the interests of its wine-growers; and, on the other hand, the free importation of tobacco would be obnoxious in France. To obviate this difficulty it has been proposed to allow only a certain quantity of French wine, say two millions of ankers, to be imported into Germany. Similar stipulations have already proved useful in Sardinia and Switzerland. At the same time the abolition of transit duties in the Zollverein would give France an opportunity of sending her wines to Poland and Russia, whereas they are now conveyed there in English ships. On the other hand, if Germany wishes her corn and cattle to enter France free or almost free of duty, a similar indulgence ought to be granted to French agriculture. A reduction of duty on French wines would hardly diminish the consumption of German wines, while the revenue of the Zollverein would increase considerably. German tobacco, also, would hardly be admitted into France entirely free of duty, as France will not give up the monopoly of tobacco, from which she draws so large a revenue; but in this respect a special agreement might be made engaging France to purchase a certain quantity of German tobacco at a fixed price.

After all, it cannot be denied that the German system of customs permits the importation of all French articles of commerce and manufacture at a very low rate of duty, whilst the greater part of German produce is either prohibited in France or so burdened with duty that exportation to that country is almost impossible.

France may be said to possess already all the advantages that are to be obtained by a treaty—a great debouché, as they term it, of her manufactures in Germany. Therefore it would be right, in the first place, for France to grant to Germany what Germany has granted to her. But France demands considerable advantages in return, without taking into consideration what has already been given her. This demand is especially for the reduction of the import duty on wine, silk goods, and articles of Paris manufacture. Now, although German consumers may desire a further reduction of the import duties referring to these articles, still the interests of the German producers and manufacturers demand also some consideration.

The great difference between the French and German tariffs will always prove a great difficulty in concluding a treaty for the interchange of industrial produce; but even if the difficulty were such as might be removed by zealous endeavors, the present uncertain state of politics prevents, as mentioned above, the negotiations now pending from being brought to a satisfactory conclusion.

Prussia, as yet, has only been empowered by the different states of the Zollverein to hear the proposals made by France, in order that they may be further communicated to the other governments.

But as the extent of the commercial and industrial transactions of each state of the Zollverein may be approximately estimated from the receipts of duty, I beg to annex the tables marked VI, VII, and VIII, of which one shows the total receipts of import, export, and transit duties on the part of the Zollverein, and the two others the principal articles imported and exported during the first six months of the present year, compared with those of the same period in 1859. According to the table marked VI the total receipts for import, export, and

transit duties amounted, from the 1st of January to the 1st of July, 1860, to 11,466,031 thalers, or $8,026,221 70, and in the corresponding period of 1859 to 11,495,266 thalers, or $8,046,686 20; thus showing for 1860 an average decrease of 29,235 thalers, or $20,464 50. This decrease is, it is true, only ¼ per cent. when compared with 1859, but it is far greater, about 17½ per cent., when compared with the whole year. This is shown in comparing the years 1858 and 1859, for the total receipts of 1858 amounted to 28,002,249 thalers, or $19,601,994 30, those of 1859 to 23,105,796 thalers, or $16,174,057 20; showing a loss in 1859 of 4,897,053 thalers, or $3,427,937 10, about 17½ per cent.

The principal reason of this decrease in the receipts is, of course, the unsettled state of politics, which has continued without intermission to paralyze trade and the commercial interests, as the want of confidence prevents the employment of larger capitals and the undertaking of more extensive transactions generally.

As regards the imports specified in table VII, the decrease in the duty receipts applies especially to raw sugar bought for sugar houses at home, to pig iron, forged iron in bars, unbleached cotton yarn of one and two threads, and to wine imported in casks. The reason for raw sugar is that, irrespectively of the favorable conjuncture for the importation of Indian sugar in 1858 having soon ceased, the manufacture of beet root assumed larger dimensions. The diminished importation of pig and forged iron has been caused by the distressed state of metallurgical industry, the limited activity in the iron works, factories, and machine establishments, and by the circumstance of most of the railways hitherto in the course of construction not wanting further supplies of rails or utensils. The decrease in the importation of yarn, however, is considered a gratifying proof of improvement in the spinning establishments at home. The decreased importation of wine in casks may be ascribed to the high cost prices of the French wines.

As regards the increase in the importation of certain articles specified in Table VII, that of raw tobacco is to be ascribed to the advantages in the price, as well as the increased manufacture of cigars, for the most part exported to the United States on speculation; that of raw coffee may have taken place in expectation of a further rise in the prices; that of fresh and dry southern fruits on account of the lowness of price; and that of sirup and oil in consequence of the reduction in the duty on those articles. As regards the larger receipts of duty for grain, it is to be presumed that, in consequence of the good crop in Poland, the Crimea, and Hungary in 1859, the demand for southern Germany and for exportation to foreign countries has increased.

The exports from Frankfort to the United States during the year ending September 30, 1860, amounted to and consisted of the following:

	Florins.	*Kr.*
Hares' fur	194.501	06
Wines	20,903	21
Brandy	210	38
Cigars	2,098	20
Leather	13,442	08
Cloth	136,629	33
Hosiery	1,453	12
Chemicals	1,343	45
Total	370,512	03

By the table herewith, marked No. , it will be seen that the exports from Frankfort and the attached consular districts to the United States for the same period amounted to 1,377,662.31 florins, against 1,851,978.09 florins for the year expiring September 30, 1859.

TABLE V.

Receipts and expenditures, as well as surplus and deficit amounts, which the Rhine states have derived from the Rhine tolls, from the year 1851 *to* 1859, *viz:*

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	Total, 1851 to 1858	Average per year.
Prussia—	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Receipts.....	1,514,393	1,397,266	1,243,201	1,575 231	1,385,985	1,484,909	1,350,002	1,530,068	11,481,055	1,435,132
Expenditure	952,457	941,978	888,163	525,062	471,530	930,783	755,284	704,262	6,169,519	771,190
Surplus	561,936	455,288	355,038	1,050,169	914,455	554,126	594,718	825,806	5,311,536	663,942
Nassau—										
Receipts.....	510,415	518,504	485,182	616,863	528,485	635,627	547,242	653,118	4,495,436	561,930
Expenditure	90,071	94,987	86,063	100,526	92,455	110,516	133,915	373,742	1,082,275	135,285
Surplus	420,344	423,517	399,119	516,337	436,030	525,111	413,327	279,376	3,413,161	426,645
Hesse Darmstadt—										
Receipts.....	384,329	420,493	367,957	466,027	389,629	447,640	347,382	366,666	3,190,073	398,760
Expenditure.....	116,207	102,858	109,592	126,991	157,581	105,745	120,723	306,920	1,141,617	142,702
Surplus	273,122	317,635	258,365	339,036	232,048	341,895	226,659	59,746	2,048,456	256,058
Baden—										
Receipts	187,810	213,178	256,278	263,411	250,125	320,317	262,504	256,056	2,003,679	250,460
Expenditure	1,044,004	1,269,500	1,094,729	926,643	942,244	935,129	464,671	1,003,152	7,681,121	960,140
Deficit	856,094	1,056,322	844,501	664,231	692,119	614,812	202,167	747,095	5,677,442	709,680
Bavaria—										
Receipts	6,804	4,825	5,702	5,871	3,526	3,429	4,457	12,652	47,246	5,906
Expenditure	164,758	119,545	126,853	124,467	126,366	133,457	131,221	134,996	1,061,181	132,648
Deficit	157,954	114,720	120,651	118,596	122,840	129,928	126,784	122,344	1,013,935	126,742
France—										
Receipts	2,271	2,190	3,558	9,243	5,178	10,614	7,092	6,162	46,308	5,789
Expenditure	655,500	1,349,000	830,000	904,000	909,570	914,011	880,000	869,700	7,311,781	913,973
Deficit	653,229	1,346,810	826,442	894,757	904,392	903,397	872,908	863,538	7,265,473	908,184
Netherlands—										
Receipts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Expenditure	496,629	906,005	1,028,216	1,240,194	2,129,545	1,359,097	1,189,627	1,214,714	9,537,027	1,192,128
Deficit	496,629	906,005	1,028,216	1,240,194	2,129,545	1,359,097	1,189,627	1,214,714	9,537,027	1,192,128

TABLE VI.

Comparison of the gross amounts of duty on imports, exports, and transit received by the German Zollverein in the first six months of 1860, *as compared with the same period of* 1859.

[Gross receipts intended for repartition without deduction of the equivalents due to Russia for water uses]

States of the Zollverein.	Import duties.		Export duties.		Transit duties.		Totals.	
	1st six mos., 1860.	1st six mos., 1859.	1st six mos., 1860.	1st six mos., 1859.	1st six mos., 1860.	1st six mos., 1859.	1st six mos., 1860.	1st six mos., 1859.
Prussian Eastern Union	6,307,978	6,700,307	20,547	26,479	100,598	100,233	6,461,958	6,863,408
Prussian Western Union	.....	.....	25,715	29,282	7,485	6,742	.....	.....
Luxemburg	78,794	67,170	865	917	407	32	80,866	68,119
Bavaria	626,584	589,298	5,101	1,218	8,487	5,405	640,172	601,927
Saxony	1,333,142	1,026,514	23,492	20,756	40,890	38,175	1,297,524	1,085,445
Hanover	1,025,548	1,019,469	3,560	5,962	10,648	7,130	1,039,756	1,032,561
Wurtemburg	198,131	191,967	848	1,234	1,154	2,052	200,133	195,253
Baden	438,549	412,919	11,473	13,419	5,925	4,572	455,947	430,910
Electoral Hesse	154,878	141,956	94	20	83	27	155,055	142,003
Grand Ducal Hesse	231,836	220,151	1,202	1,263	459	281	233,497	221,695
Thuringia	155,615	161,255	45	28	160	137	155,820	161,420
Brunswick	142,040	128,695	4	79	45	54	142,089	128,828
Oldenburg	115,811	114,319	95	2,314	.....	1	115,906	116,637
Nassau	40,699	36,867	219	427	6	.....	40,926	37,294
Frankfort on the Main	432,894	390,386	13,776	18,840	514	549	447,184	409,775
Total thalers	11,282,499	11,201,273	137,036	112,238	176,861	165,390	11,466,833	11,495,265

TABLE VII.

Comparison of some of the principal articles imported in the states of the Zollverein during the first six months of the year 1860, *as compared with the importations during the same period* 1859.

		1860.	1859.
Raw cotton	centners	824,759	566,111
Cotton yarn, mixed and not mixed	do	228,186	238,986
twisted, &c	do	2,927	2,185
Cotton goods mixed with linen bobinet	do	6,253	6,027
Lead, raw, in pigs, &c	do	5,433	6,409
Rosin of every description	do	218,282	165,907
Saltpetre	do	63,879	116,831
Caoutchouc	do	6,186	4,391
Indigo	do	11,113	8,260
Dyewoods	do	235,051	158,982
Dyewoods, ground	do	15,831	12,680
Potashes	do	57,702	62,252
Turpentine, &c	do	26,126	21,430
Wheat	scheffel	2,163,334	1,182,266
Wheat from Austria	do	444,316	71,022
Beans, peas, lentils, tares	do	240,003	151,919
Rye	do	5,560,242	4,376,819
Rye from Austria	do	1,531,863	308,295
Barley and malt	do	281,157	288,010
besides from Austria	do	823,257	120,987
Oats, buckwheat, &c	do	536,327	1,919,521
Hemp seed	centners	10,987	4,977

TABLE VII.—*Comparison of some of the principal articles imported in the States of the Zollverein during the first six months of the year* 1860, *&c.*—Continued.

		1860.	1859.
Linseed	centners	385,440	246,277
Raw hides and skins, also horse hair	do	187,382	144,770
Raw copper and brass	do	33,531	29,450
Beer in casks	do	5,815	5,934
Brandy, arrack, and rum	do	18,920	17,551
Wine and cider in casks	do	114,366	130,915
bottles	do	18,201	16,437
Pepper and pimento	do	16,145	14,566
Coffee	do	631,200	560,678
Cocoa	do	8,451	7,360
Rice	do	290,305	263,742
Salt	do	218,708	105,913
Molasses	do	30,155	16,123
Tobacco in leaves	do	276,356	246,072
Tobacco in rolls for smoking	do	4,934	4,017
cigars	do	5,346	4,739
Sugar, raw, for home refineries	do	34,374	127,077
Olive oil	do	14,803	44,065
Other oils	do	369,709	236,899
Oil cakes	do	15,220	18,159
besides from Austria	do	91,098	46,310
Tar and pitch	do	38,039	57,087
Whale oil	do	62,106	60,589
Furniture wood	do	39,912	49,659
Ores, iron, steel, &c	do	279,458	252,932
Zinc	do	25,105	24,296
Furs	do	12,482	12,119
Cheese of all kinds	do	13,727	16,530
Tallow	do	6,313	11,385

TABLE VIII.

Comparison of some of the principal articles exported from the states of the German Zollverein during the first six months of 1860, *as compared with the same period in* 1859.

		1860.	1859.
Raw cotton	centners	124,350	88,494
Besides to Austria	do	38,397	28,949
Flax, hemp, and tow	do	37,563	102,392
Raw hides and skins	do	28,166	37,901
Rags, &c., for paper making	do	723	18,662
Raw and combed sheeps' wool, including dead wool	do	43,915	51,424
Besides to Austria	do	2,377	826
Hedge wool	do	1,092	449
Silk	do	578	787

TABLE IX.

Statement of the principal articles exported to the United States of America for the year ending September 30, 1860.

Articles.	Frankfort.	Darmstadt.	Cassel.	Hamburg.	Nassau.	Baden.	Rh. Bavaria	Hanover.	Brunswick.	Total.
	Florins. Kr.	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*
Hares' fur	194,501 06	122,347 23	36,986 40							353,735 09
Wines	20,903 21	28,804 52			5,810 21	40,124 32	96,762 40			192,405 30
Brandy	210 38	333 54			6,488 40	243 12	1,794 39			3,082 23
Cigars	2,098 20	161,878 43	1,081 15			155,625 14	5,500 42			332,672 54
Leather	13,442 08	35,850 49				9,615 54				58,908 51
Cloth	136,629 33	3,330 15	2,884 27			33,759 46	465 34			177,069 35
Dry goods		2,722 41				388 14	1,244 09			4,356 04
Silk						10,255 08				10,255 08
Hosiery	1,453 12	11,433 08				2,991 04				15,877 24
Chemicals	1,343 45					12 00	26 48			1,382 33
Glass					4,335 53	192,861 12	63 00			197,260 05
Dried fruit		4 00				297 18	710 55			1,012 13
Jewelry			11,722 26			4,386 22				16,108 48
Tin foil						3,928 50				3,925 50
Ultramarine dye							2,395 00	1,651 00		4,046 00
Sundries		3,256 50			444 36	236 36	1,123 02			5,001 04
Year 1859–'60	370,582 03	369,962 35	52,674 48		17,079 30	454,626 06	110,086 29	1,651 00		1,377,662 31
Year 1858–'59	602,092 59	462,685 22	83,743 19		10,392 55	10,392 55	107,426 21	3,158 19		1,851,978 09

NOVEMBER 15, 1860.

The Prussian government for several years past has labored with much energy for the reduction of the Zollverein duty on the importation of rice. Whenever the price of corn has risen to an unusual height, and especially when there has been a failure of the potato crop, attention has been called to the circumstance that rice, one of the most wholesome articles of food, and the best adapted to be a substitute for potatoes in Germany, is burdened by the Zollverein with a duty which places this cheap article of nourishment almost out of the reach of the poor. It is astonishing to what a small extent rice is used by the less wealthy classes in Germany. The consumption in England in 1858 was in the proportion of nearly six pounds for each person, while in the Zollverein states it was only two pounds. This disproportion is, without doubt, to be ascribed to the high import duty, which at present amounts to one thaler, or seventy cents, for peeled rice, and for rice in the husk—which, however, is an unusual article here—to twenty silver groschen, or forty-six and two-thirds cents, per quintal. This naturally enhances the price of the most marketable sorts of peeled rice, costing from four to six thalers ($2 80 to $4 20) per quintal on an average, about twenty per cent. Such a heavy tax on food so important for the poorer classes of the population by no means corresponds with the principles of political economy, and has, therefore, frequently afforded an opportunity to some of the Zollverein states, and especially to Prussia, to make a motion for reducing the rate of that import duty. As early as in 1855 it was proposed to reduce the duty on peeled rice to twenty silver groschen, (forty-six and two-thirds cents,) and on rice not peeled to ten silver groschen, (twenty-three and one-third cents.) This proposal was renewed by Prussia at the conference of the deputies of the Zollverein in 1856, and again at the conference in 1859, but with the additional proposal that the distinction between rice peeled and not peeled should be wholly abolished, and that all sorts of rice, whether peeled or not, should be subject to an import duty of fifteen silver groschen (thirty-five cents) per quintal. To this, each time, the governments of the Zollverein all consented with the exception of two of the southern states, Baden and Wurtemberg, which protested against the reduction, first, because they could not see the

necessity for the measure, and, secondly, because they anticipated considerable diminution in the revenue. The first objection may have some weight in certain parts of southern Germany, where the people are accustomed to live on light vegetables of different kinds when they have no potatoes, but in the north, where they live on more substantial food, the necessity for a cheap substitute for potatoes has been deeply felt, especially since the appearance of the potato disease. The second financial objection is easily refuted by figures. The duty on rice amounted, up to the end of 1839, to three thalers per quintal; from January 1, 1840, to July 31, 1851, to two thalers per quintal; and from that time till the present to one thaler per quintal. The population of the Zollverein amounted, on an average, during the three years 1837, 1838, and 1839, to 25.93 millions; during the eleven years 1840–1850 to 28.56 millions; and during the eight years 1852–1859 to 32.26 millions. This shows an average increase in the periods of 1840–1850 and 1852–1859, when compared with 1837–1839, 1840–1850, with a population of 10 per cent., an importation of 95 per cent., and receipts of duty 30 per cent., against 13 per cent. population, 235 per cent. importation, and 67 per cent. receipts of duty.

According to the above statements, after the first reduction in the rate of duty the population increased only about a tenth part, though the quantity of rice consumed was almost doubled, and the proceeds from the duty increased a third. The second reduction of duty caused a far greater increase of consumption, for, while the population increased about one-eighth, the consumption was more than trebled, and the revenue added to in the proportion of one and two-thirds times its former amount. This result shows clearly that the proposed reduction of duty on this now very necessary article of food will not only, by the increased consumption, make up for a deficiency in other usual means of nourishment, but also increase the revenue of the Zollverein. Therefore it is said that Prussia intends at the fifteenth general conference of the Zollverein deputies, to be held next year, to repeat her proposal to reduce the duty on rice to fifteen silver groschen, supporting her views by reference to the example of other governments, the French, for instance, which, according to an imperial decree of the 17th of October last, has reduced the duty on rice, if imported by French vessels, to fifty centimes, or two silver groschen, or four and two-thirds cents, and, if imported by foreign vessels or by land, to two francs, or eight silver groschen, (eighteen and two-thirds cents,) per one hundred kilogrammes, or two Zollverein quintals; a very considerable reduction, when compared with the German duty of one thaler, or seventy cents, on each quintal.

DECEMBER 15, 1860.

Contrary to expectation, the abolition of the Rhine tolls has suddenly been brought a step nearer to its realization.

The committee of representatives of the several states bordering on the Rhine met at Carlsruhe for the purpose of deliberating on the question. Hesse Darmstadt and Nassau, the two states most strongly opposed to the abolition, are at last inclined to yield, not so much to the representations of the other governments as to necessity, or, rather, to the conviction that they would incur actual loss by further resistance. The rates of the railway freights are so low, when compared with the river freight, increased, as it is, by the tolls, that shippers of goods prefer forwarding them from Holland and Belgium to Switzerland and the southwestern parts of Germany by railroad, thus by degrees entirely destroying the river navigation, and injuring not only the business of a numerous class of the population, but also (which consideration principally induces those governments to yield) considerably lessening the revenue. Still the total abolition of the tolls will not be conceded, but only the reduction decided on at the last conference, on the 13th instant; a reduction, however, which will considerably facilitate and benefit the navigation.

The toll to be levied in future, as the maximum, will be by Prussia, Bavaria, and Baden

only one-tenth, and by Nassau and Hesse Darmstadt only one-sixth, of the normal rate for conveying up the river goods. Those which hitherto paid one-twentieth duty, or which were exempted from charge, will not be affected by these alterations.

Another important measure is closely connected with this step in commercial progress. Hitherto the government of Baden has strenuously opposed the abolition of the transit duties, making it dependent on the abolition of the Rhine tolls. Now the government has declared itself willing to give up its opposition and consent to the abolition of the transit duties, in consideration only of the great reduction in the river tolls. The latter, as well as the abolition of the transit duties, will be put into operation on the 1st of March, 1861.

On the subject of duties it may be mentioned that an extraordinary conference of the representatives of the Zollverein states will be held next January to deliberate on the bonification of beet root sugar when exported, and a reduction in the duty on transatlantic sugar. Experience has taught them that a low duty on foreign sugar is more profitable to the revenue than a high rate, like the present, which threatens wholly to exclude sugar from importation.

FEBRUARY 8, 1861.

The Diet has again taken steps towards German unity.

The committee appointed to deliberate on the introduction of a uniform system of weights and measures held its meetings in this city from the 12th of January to the end of the month. It consisted of the following gentlemen: for Austria, Councillor Mr. Ettingshauser; for Bavaria, Professor Dr. Jolly; for the kingdom of Saxony, Director Dr. Hulse; for Hanover, Dr. Karmarsoh and Mr. Rash, city director; for Wurtemberg, Director Dr. Steinbois; for Baden, Councillor Becker; for the Grand Duchy of Hesse Darmstadt, Privy Councillor Eckhardt; for the Grand Duchy of Oldenburg, Chief Councillor Lasius; and for the free towns of Hamburg, Lubeck, and Bremen, Engineer Mr. Repsold. Prussia and Frankfort were not represented in the committee, although all the federal governments had been invited to take part in it. This is the more surprising, as Prussia avails itself very ostentatiously of any opportunity to take the lead in matters connected with German unity; and the authorities of Frankfort last year, when the German architects and engineers held their annual meeting here, appeared to take a lively interest in the introduction of uniform weights and measures.

The preliminary labors of the committee, which will be digested in a memorial to the Diet and submitted to its decision at the beginning of next April, refer only to measures.

For long measure the French meter has been selected, under the general name of meter. For its division the principle, indeed, of perfect decimal reduction to 10 decimeters, 100 centimeters, and 1,000 millimeters, has been recognized, but a more simple mode of division is proposed into 100 cents and each cent into 100 mills. The meter is also to be used for cloth to the exclusion of all other measures, and for this purpose may be divided in two different manners, either decimally, into 100 cents—which appears to be particularly suitable for measuring the *breadth* of cloth—or, otherwise, $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, $\frac{1}{16}$. This latter mode, however, is adapted to the measuring of dry goods in common life, and will not be obligatory.

As mining measure the lachter, equal to two meters, has been approved of, and already prevails in Saxony. This is to be divided into 100, called inches, lachter inches, or hundredths.

The mile is to be equal to 7,500 meters, thus not differing essentially from the geographical mile and the customary German postong mile. The kilometer, equal to 1,000 meters, is admissible where such smaller measure seems to be convenient; also the perch, of 5 meters. The square measure for land has for its unit the square meter, decimally divided. The larger units are to be—

The square perch	equal to	25 meters.
The beet, or ar (the French ar)	"	100 meters.

The morgen	equal to	2,500 meters.
The joch	"	5,500 meters.
The aire, or hectar (French hectare)	"	10,000 meters.

The several states will be allowed to choose any one of these quantities for their use, and to form a system from it. Thus those countries which may prefer the morgen (almost equal to the morgen of Prussia, Hanover, Brunswick, Bremen, and Nassau, and aire of Electoral Hesse, and quite equal to the Darmstadt morgen) will divide it into 100 square perches, without making use of the other quantities.

Firewood is to be measured by the cubic meter, four cubic meters to make a klafter, or cord, but the measurement is to be made in a frame of wood, two meters high and two wide—a space, therefore, of four square meters. The length of the billets is not prescribed, but left to the decision of the several governments, according to their local requirements. Still it may be calculated in each case how many klafters or cubic meters the frame for measuring contains, for, the length of the billets being given in meters, the quantity of klafters is exactly ascertained and multiplied by four, the quantity of cubic meters. For example: if the length of a billet is 0.75 or 1.00 or 1.20 meters, the quantity of wood with which the measuring frame is filled may be calculated at 0.75 or 1.00 or 1.2 klafters; that is, respectively, $4 \times 0,75 = 3$, or $4 \times 1 = 4$, or $4 \times 1,2 = 4,8$ cubic meters.

The measure for lumber and timber is to be the cubic meter, or, where this unit may be found too large, the billet, being one-hundredth of the cubic meter.

Fluids will be measured by the liter (litre) and the double liter, under the name of maas or new maas, larger quantities by the hectoliter or new ohin, containing 100 liters. For the retail sale of fluids the liter will be divided into $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, &c. No special denominations, however, are proposed for these subdivisions except the half liter, which is to be called schoppen.

For solids the liter, the zehner of ten liters, and the hectoliter or new scheffel of 100 liters, have been adopted. The latter is to be divided into $\frac{1}{2}$ and $\frac{1}{4}$, the zehner into two feinfers of five liters, and the liter itself into $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, &c., as for fluids. Thus the measures for grain, potatoes, charcoal, lime, &c., will be—

The new scheffel	equal to	100 liters.
Halver	"	50 liters.
Viertal	"	25 liters.
Zehner	"	10 liters.
Feinfer	"	5 liters.
Liter	"	1 liter.

And the fractions of the liter divided by two.

The reason that the committee has declined proposing at the same time equal weights for the whole Confederation is found in the difficulties connected with such a system. It is stated, however, that, in compliance with the recommendation of the committee, the Austrian and Bavarian governments intend to introduce in their states the pound of 100 grammes, used for commercial weight in other parts of Germany. At present there are three different divisions of the pound. Prussia, Saxony, Thuringia, and Frankfort divide the pound into thirty loths, or half ounces; Hanover, Brunswick, Oldenburg, Schauenburg, Lippe, Holstein, Hamburg, Bremen, and Lubeck use the pure decimal division; and the rest of the German states adhere to the old division into thirty-two loths. Most of these regulations are only of recent date, so that an immediate change would not be advisable. Still the committee is said to have recommended to the Diet an early reform in this important matter respecting weights also.

APRIL 24, 1861.

I have the honor to acknowledge the receipt of your despatch of the 19th ultimo, asking for information touching the Stade tolls. In order to obtain the same I wrote by the very next Hanover mail to my confidential correspondent at that place, but, unfortunately, he happened to be temporarily absent. A second inquiry made at the office of the ministry brought me a statement, of which the enclosed is a copy. This shows the average yearly tolls from vessels under the American flag for the seven years ending with 1859, at $4,795\frac{71}{100}$ thalers. I was, at the same time, informed that the Hanoverian government had already forwarded to your department a full and complete statement of the Stade tolls, and of the amount paid by each interested state towards their final suppression. If that statement has not reached you, or if you suspect that it is not correct, or if any special facts or any particular point are required, I will, on a hint from your department, at once obtain the desired information, and forward the same without delay. By the time a reply to the present can reach here my correspondent will have returned from his journey, and I shall then be in a position to furnish such details as may be wanting.

I shall soon have to trouble your department with a few *protection cases*, unless I can succeed in bringing them to as fortunate a close as the two recently reported. The growing disposition shown by the governments here to reject the American doctrine of expatriation and citizenship renders it necessary to follow up with renewed promptitude and energy every case of arrest or annoyance of Americans.

JUNE 20, 1861.

The negotiations opened between Prussia and France for a treaty of commerce between the latter country and the Zollverein have created much uneasiness among the wine-growers of southern Germany. Those of the palatinate of Rhenish Hesse, Nassau, and the Rhenish provinces of Prussia are fearful of sustaining injury by a reduction of duties on French wines. The two former have some reason for such fear, as their wines are subject to an import duty in northern Prussia, and would, therefore, be much less able to sustain a competition with the French. They have addressed petitions to their chambers, praying that a treaty with France should be concluded only on condition of the said northern entrance duty. It is said that Prussia has expressed a willingness to yield to that condition. In this case, one of the principal objections to the treaty would be removed. There are, however, still other difficulties in the way. As, for instance, the duties on cotton goods and other manufactured articles. At any rate the treaty will have to undergo the examination of the chambers of Prussia and of other states of the Zollverein, so that the expectations entertained by some persons of seeing the treaty in force as early as the 1st of January of next year appear of doubtful realization.

JUNE 25, 1861.

From the 17th to the 22d instant the conference to arrange the final abolition of the Stade tolls was held in the city of Hanover. Seventeen of the states were represented on that occasion. * * *

In the beginning some difficulty arose amongst the members, which even led to the apprehension that the meeting might adjourn without arriving at a satisfactory result. Certain alterations were wanted to be made in the treaty submitted by Hanover. Sweden and Norway, for instance, apprehended that Hanover might hereafter raise certain imposts for river improvements, such as the erection and maintenance of light-houses, &c., but were satisfied when Hanover bound herself to take care of the navigation of the Elbe, as she had alone before. More difficult were the demands of the Prussian ambassador, Prince Ysenburg, who wanted Hanover formally to consent in the treaty to the reopening of the proceedings of the Elbe navigation committee, and to the modification of the river duties on the upper Elbe. The

positive refusal of Hanover was approved by almost all the other representatives, who, being anxious to have the conference brought to an early conclusion, considered that to be a question by itself. Prince Ysenburg telegraphed to Berlin for instructions, whereupon he was ordered to give up the said conditions. Then the treaty was signed by the seventeen representatives on thirty-four copies, on Saturday, the 22d instant.

Of these states interested in the Stade tolls, and invited by the Prussian government to participate in the conference, Oldenburg and the United States were not represented. Italy, however, which had not been invited, had sent a plenipotentiary, no doubt much to the chagrin of Count Von Boeries, who certainly could not like in any way to contribute towards the acknowledgment of the Italian kingdom. That may also have been the reason that, with Italy, which has only to pay 11,000 thalers, or about $7,700, no final arrangement about the payment was made during the conference, evidently to show some exclusive treatment of that government.

Oldenburg has refused altogether to partake of the measure of the abolition of the Stade tolls, so that her vessels will have to pay the dues as heretofore. This can be easily managed by Hanover, since she will be obliged to keep the establishment of raising the tolls in full operation for at least eighteen months longer; for, according to the treaty, the levying of the toll is, in part, to cease on the 1st July next, against the payment of three millions of thalers, one million by England, one by Hamburg, and one by the remainder of the states interested. But now, as the Brazils alone have paid down their share at once, and the greater part of the others want some time to submit the treaty to their chambers and diets for ratification, the term of one year and a half is granted to them to accomplish that requisite. Up to that time security is to be given to the Hanoverian custom-house department for all vessels passing Brunhausen which belong to states which have not paid their share, the realization of which security will be claimed by the Hanoverian government in case the ratification of the treaty is refused; whereupon for such states the former "statu quo" of the payment of the tolls is reinstated.

As regards the United States, I beg to observe that no particulars at all have been brought to my notice concerning the payment of the tolls. Only two days previous to the opening of the conference, Count Platen Hallermund, the minister of foreign affairs, sent me word that he hoped the United States would also be represented. According to the present state of things, American vessels will, no doubt, be treated like those of the duchy of Oldenburg; that is to say, they will be exposed hereafter, as heretofore, to the trouble and delay of the payment of the tolls at Brunhausen.

JUNE 30, 1861.

I have the honor to hand you herewith, marked No. 1, a statement of the exports to the United States during the quarter ending this day. This statement includes the exports not only from transports, but from the several consular districts under my charge, and shows a total of 151,291 florins and 25 kreutzers, viz:

	Florins.	*Kr.*
From Frankfort	44,120	56
From Darmstadt	23,343	42
From Hesse Cassel	3,661	00
From Hamburg	.....	
From Nassau	1,104	00
From Baden	69,173	04
From Rhenish Bavaria	9,888	43
	151,291	25

The exports consisted of the following articles, viz:

	Florins.	*Kr.*
Hares' fur	37,650	54
Wines	18,600	57
Brandy	640	55
Cigars	19,969	50
Cloth	14,041	25
Glass	43,212	36
Leather	5,248	00
Woollens	5,948	25
Tin foils	4,475	05
Toys	1,429	18
Sundries	74	00
	151,291	25

Showing, on a comparison with the corresponding quarter of last year, a falling off of above one-half, viz: of 164,142 florins 8 kreutzers, notwithstanding the increase export of the Maunheern glass manufactory.

SEPTEMBER 30, 1861.

I have the honor to hand you herewith, marked No. 1, a statement of the exports to the United States during the quarter ending this day. This statement includes the exports not only from Frankfort, but from the several consular districts under my charge, and shows a total of 97,264 florins 38 kreutzers, viz:

	Florins.	*Kr.*
From Frankfort	12,986	15
From Darmstadt	51,591	04
From Hesse Cassel	17,195	00
From Hamburg	.....	
Fram Nassau	200	00
From Baden	9,263	40
From Rhenish Bavaria	6,028	39
	97,263	98

The exports consist of the following articles, viz:

	Florins.	*Kr.*
Hares' fur	65,143	20
Wines	3,357	50
Brandy	968	11
Cigars	15,137	32
Cloths	3,121	45
Woollens	5,776	50
Hardware	2,894	24
Tobacco pipes	841	37
Sundries	23	00
	97,262	68

Showing, on a comparison with the corresponding quarter of last year, an important falling off of 143,944 florins 26 kreutzers.

Statement of the principal articles exported to the United States of America for the quarter ending December 31, 1860.

Articles.	Frankfort.	Darmstadt.	Cassel.	Nassau.	Hamburg.	Baden.	Rh. Bavaria.	Brunswick.	Total.
	Florins. Kr.	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*
Hares' fur	89,145 54	4,276 13	13,290 30	5,296 54	.....	.....	.....	.....	106,712 37
Wines	5,273 31	25,430 47	.....	.....	.....	15,557 48	10,425 00	.....	61,984 00
Brandy	.....	28 00	.....	.....	.....	.....	.....	.....	28 00
Cigars	.....	23,349 20	.....	.....	.....	24,465 30	274 36	.....	48,089 26
Leather	9,768 00	17,096 00	.....	.....	.....	.....	.....	.....	26,864 00
Cloth	11,848 08	.....	8,845 07	.....	.....	15,735 14	.....	.....	36,428 29
Dry goods	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crockery	.....	.....	.....	.....	.....	2,588 32	.....	.....	2,588 32
Hosiery	.....	688 30	.....	.....	.....	.....	.....	.....	688 30
Glass	.....	.....	.....	.....	.....	2,303 23	.....	.....	2,303 23
Stationery	545 37	.....	.....	.....	.....	.....	.....	.....	245 37
Cream tartar	.....	.....	.....	.....	.....	9,548 10	.....	.....	9,548 10
Sundries	441 20	12 00	.....	.....	.....	72 32	337 48	.....	863 40
Total	117,022 30	70,880 50	22,135 37	5,296 54	.....	70,271 09	11,037 24	.....	296,644 24

Statement of the principal articles exported to the United States of America for the quarter ending March 31, 1861.

Articles.	Frankfort.	Darmstadt.	H. Cassel.	Hamburg.	Nassau.	Baden.	Rh. Bavaria.	Hanover.	Total.
	Florins Kr	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr*	*Florins. Kr.*
Hares' fur	5,262 06	.....	.....	.....	.....	.....	.....	.....	5,262 06
Wines	.....	3,190 58	.....	.....	840 00	2,761 05	6,454 48	.....	13,246 51
Brandy	.....	.....	.....	.....	.....	1,292 00	305 04	.....	1,597 04
Cigars	.....	20,018 30	.....	.....	.....	6,792 10	.....	.....	26,810 40
Leather	.....	11,470 20	.....	.....	.....	.....	.....	.....	11,470 20
Cloth	15,928 14	.....	.....	.....	.....	4,598 05	.....	.....	20,526 19
Glass	.....	.....	.....	.....	.....	43,712 24	.....	.....	43,712 24
Paper hangings	.....	.....	.....	.....	.....	6,439 24	.....	.....	6,439 24
Tin foil	.....	.....	.....	.....	.....	2,256 30	.....	.....	2,256 30
Dried fruit	.....	.....	.....	.....	.....	.....	983 48	.....	893 48
Sundries	.....	.....	.....	.....	.....	.....	200 00	.....	200 00
Total	21,190 20	34,679 48	.....	.....	840 00	67,831 38	7,853 40	.....	132,395 26

Statement of the principal articles exported to the United States of America for the quarter ending June 30, 1861.

Articles.	Frankfort.	Darmstadt.	H. Cassel.	Hamburg.	Nassau.	Baden.	Rh. Bavaria.	Hanover.	Total.
	Florins. Kr.	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*
Hares' fur	26,047 13	7,942 41	3,661 00	.....	.....	.....	.....	.....	37,650 54
Wines	2,603 00	4,204 36	.....	.....	1,104 00	3,201 33	7,487 48	.....	18,600 57
Brandy	.....	.....	.....	.....	.....	.....	640 55	.....	640 55
Cigars	.....	.....	.....	.....	.....	18,283 50	1,686 00	.....	19,969 50
Cloth	14,041 25	.....	.....	.....	.....	.....	.....	.....	14,041 25
Glass	.....	.....	.....	.....	.....	43,212 36	.....	.....	43,212 36
Leather	.....	5,248 00	.....	.....	.....	.....	.....	.....	5,248 00
Woollens	.....	5,948 25	.....	.....	.....	.....	.....	.....	5,948 25
Tin foils	.....	.....	.....	.....	.....	4,475 05	.....	.....	4,475 05
Toys	1,429 18	.....	.....	.....	.....	.....	.....	.....	1,429 18
Sundries	.....	.....	.....	.....	.....	.....	74 00	.....	74 00
Total	44,120 56	23,343 43	3.661 00	.....	1,104 00	69,173 04	9,888 43	.....	151,291 25

Statement of the principal articles exported to the United States of America for the quarter ending September 30, 1861.

Articles.	Frankfort.	Darmstadt.	Cassel.	Hamburg.	Nassau.	Baden.	Rh. Bavaria.	Total.
	Florins. Kr.	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*	*Florins. Kr.*
Hares' fur	12,856 15	38,213 50	14,073 15	.....	.....	.....	.....	65,143 20
Wines	130 00	949 44	.....	.....	200 00	.....	2,078 15	3,357 59
Brandy	.....	628 47	.....	.....	.....	.....	339 24	968 11
Cigars	.....	2,262 52	.....	.....	.....	9,263 40	3,611 00	15,137 22
Cloth	.....	.....	3,121 45	.....	.....	.....	.....	3,121 45
Woollens	.....	5,776 50	.....	.....	.....	.....	.....	5,776 50
Hardware	.....	2,894 24	.....	.....	.....	.....	.....	2,894 24
Tobacco pipes	.....	841 37	.....	.....	.....	.....	.....	841 37
Sundries	.....	25 00	.....	.....	.....	.....	.....	25 00
Total	12,986 15	51,591 04	17,195 00	.....	200 00	9,263 40	6,028 39	97,266 38

W. W. MURPHY, *Consul.*

DECEMBER 1, 1861.

It is prescribed by the consular regulations that consular officers should, at the end of each financial year, furnish your department with a review of the commercial and industrial transactions which have occurred during the last twelve months. This is rather a difficult task for me, being, as yet, only a short time in an official position here, and also as none of the states belonging to my district publish officially any general statistics from which I might derive the materials necessary for such a report. In Frankfort, especially, such a degree of secrecy is observed in this respect, that it is not only paltry, but becomes even injurious to the commercial interests generally. Some of the states, it is true, adjoining this little republic, being under the control of their provincial boards of trade, are obliged to publish regularly the results of their yearly activity. But their reports are too special and unconnected to give a correct and comprehensive idea of the condition of commerce and industry generally. The disunion which prevails in Germany divides it, especially in this part of the country, into so many small states, each under a different political, as well as commercial arrangement, that their action can only be of a local character, and almost every year presents the same uniformity. This uniformity of the material state of affairs in this part of Germany has never been more apparent than during these last few years. The political state has been such as to exercise a continued paralyzing influence over all the branches of industrial and commercial activity; and the true spirit of enterprise has been uninterruptedly on the decrease. Attention has been paid only to the manufacturing and disposal of the most indispensable necessaries of life. The only perceptible movement in business has been in financial speculation. Large and small capitals, commonly invested in useful undertakings, have been risked in stock-jobbing speculations, offering high interest but exposed to the danger of total ruin, without utility or substantial labor. The swindling spirit of speculating on the exchange has increased in proportion to the claims made by the mass of the people to an easy and comfortable existence, and even to luxury and enjoyment.

But even this disposition to extravagance is said to have been much less apparent during the last year than in three or four preceding. The exchange has suffered too much of late, under political influences, to be encouraged to embark in loose speculations. On the contrary, private capitalists have preferred leaving their funds idle in their coffers to engaging them in undertakings without any solid foundation.

The last year was remarkable for dullness on the exchange and inactivity in commerce and industry. It cannot, indeed, be compared with the year 1857, when both hemispheres trem-

bled with a commercial crisis, the consequences of which have not yet entirely passed away. But the prevailing indifference, or rather exhaustion, is now so great that it will be difficult to surmount it as in 1856, the predecessor of that disastrous period. The principal cause of this state of things appears evidently to have been in the unsettled position of affairs throughout Europe, the mistrust in the political system of the Emperor of the French, and last, though not least, the lamentable crisis in our own country, which has extended its injurious effects over all the branches of commerce and industry, and particularly over this manufacturing district, where the exports to the United States form one of the principal objects of industrial activity. Complaints on this subject are heard from all sides, and it is generally allowed that the consequences will be still more calamitous, and may even lead to suspensions of payment and failures of manufacturers and exporters, unless the intercourse with the United States, at present almost entirely discontinued, is speedily improved and restored. This refers not only to the larger states round Frankfort, which, as regards manufacture and trade, are more or less dependent on a lively intercourse with America, but even to the city of Frankfort itself, which, though by no means remarkable for the activity of its own resources or for extensive exportations, yet being the principal money market of middle and southern Germany, is therefore the paying medium between this part of the old continent and the other side of the Atlantic. From the interruption of the intercourse the bankers and exchange brokers of this city have had very small gains during the last twelve months. The best barometer of the *commercial* activity of Frankfort is naturally to be found in the transactions of its *two fairs* in spring and autumn. It is difficult to say which of the two surpassed the other in activity this last year. American customers, who, in ordinary times, enliven by their attendance the fur and leather trades, failed altogether to make their appearance, and the business of the spring fair generally, as well as that which ended about a month ago, might have been transacted in as many days as they lasted weeks.

The crops in this neighborhood are said to be tolerably good, and the best to have been obtained in the Grand Duchy of Baden and Rhenish Bavaria, (Palatinate or Ptalz.) The *potato crop* has turned out in general much better in southern than in northern Germany. Much injury, however, has been sustained to all the crops through the south from caterpillars (especially those of the *Elater linearis*) and by the mice, which have been so abundant in some parts that the authorities offered a reward for every mouse killed, and that the farmers were obliged to mow the aftermath long before the proper time, in order to save it from the voracity of those animals, a circumstance not within the recollection of the oldest country people.

The vintage, according to the best judges, has produced a crop small in quantity, but superior in quality to those of the preceding years, although they were, with the exception of 1860, very fine. In accordance with an old German saying, that the year in which a comet makes its appearance will see war and a good vintage, the wine of the present year is popularly called "*comet wine.*"

The weather was very favorable to the grain as well as to the grapes, and has contributed much to the success of the harvest.

As the cultivation of tobacco forms a principal branch of agriculture in the several states

surrounding Frankfort, I subjoin a few statistical items respecting its extent during the last three years. Of tobacco there was cultivated:

States.	Prussian acres.			
	1858.	1859.	1860.	Less in 1860 than 1859.
Baden	32,522	26,427	23,960	2,467
Bavaria	23,216	18,593	15,446	3,147
Hesse Darmstadt	5,410	4,083	2,667	1,416
Hanover	3,357	2,033	1,932	101
Hesse Cassel	1,136	1,129	1,040	89
Thuringia	1,088	915	815	100
Wirtemberg	2,517	860	486	374
Kingdom of Saxony	423	139	105	34

In the kingdom of Prussia there were cultivated, in 1860, altogether, 25,284 acres—that is, in the nine states of the Zollverein, 71,735 Prussian acres. In the other Zollverein states the cultivation of tobacco is inconsiderable. Of the Prussian provinces Brandenburg produced the greatest quantity—8,820 acres; Pomerania, 5,240; Saxony, 2,930; western Prussia, 1,800 acres, &c. Next to Prussia, the greatest quantity is cultivated in Bavaria and Baden; in the latter chiefly in the province of the lower Rhine, where, in 1860, there were 12,348 Baden acres so employed; 3,809 acres were cultivated in the province of the middle Rhine, and 950 in that of the upper Rhine. In the whole of the Grand Duchy, therefore, 17,016 Baden acres. The tobacco crop in Bavaria amounted, in 1860, to 170,360 quintals of dried leaves, and the price of a quintal, of a middling quality, was about 12½ florins, or $5. The crop in the Grand Duchy of Hesse amounted to 18,880; in the kingdom of Hanover to 11,148, and in the electorate of Hesse Cassel to 11,110 quintals of dried leaves. With regard to the German tobacco *trade*, generally, it may be observed that the raising of the American tariff has already had a very injurious effect, both on the prices of tobacco and on the manufacture of cigars; and that this evil is further increased by the prevailing troubles in the United States, so that many of the tobacco dealers have suffered and are still suffering considerable losses. A great number of cigar manufacturers have already been obliged to cease working altogether—one, for instance, very lately at Manheim, who formerly manufactured a million cigars a week.

Of beet-root, used for the manufacture of sugar, it is remarkable that this branch of industry is evidently decreasing in Germany, which should afford the happy proof that the importation of foreign sugar is on the increase. A statement hereafter, however, about the duty receipts of the German Zollverein shows that this was not the case last year. On the contrary, the importation of foreign sugar has declined in a similar degree as the manufacture of beet-root sugar.

The annexed statement exhibits the quantities of raw beet-root manufactured into sugar in the states belonging to the German Zollverein, and the number of beet-root sugar manufactories in operation during the period from September 1, 1860, to September 1, 1861, compared with that of 1859 and 1860:

QUANTITY OF BEET-ROOT MANUFACTURED.

No.	States.	Factories.	From September 1, 1860, to January, 1861.		From January 1, 1861, to September 1, 1861.		Total.	
			Qtls.	*lbs.*	*Qtls.*	*lbs.*	*Qtls.*	*lbs.*
1	Prussia	214	19,922,052	00	9,532,374	00	29,454,426	00
2	Bavaria	6	197,286	00	106,705	00	303,991	00
3	Saxony	2	62,073	00	38,888	00	100,961	00
4	Hanover	2	162,665	00	55,910	00	218,575	00
5	Wirtemberg	6	324,905	50	277,972	40	602,877	90
6	Baden	1	287,619	00	605,667	00	893,286	00
7	Thuringia	2	87,030	50	99,068	00	186,098	50
8	Brunswick	14	1,065,287	15	528,429	00	1,593,716	15
	Total	247	22,108,918	15	11,245,003	40	33,353,931	55
	Same in 1859–'60	256	19,877,102	27	14,522,214	90	34,399,317	17
	Less in 1860–'61	9	2,231,815	88	3,377,211	50	1,145,395	62

Showing a decrease last year of about 1,145,395 quintals.

The annexed table (marked A) exhibits the amount of duty paid on foreign (imported) sugar and on beet-root sugar, by the states belonging to the Zollverein, during the period between April 1, 1860, and April 1, 1861:

Amount of duty paid in the Zollverein on sugar during the period from April 1, 1860, *to March* 31, 1861.

States of the Zollverein.	QUANTITY OF SUGAR AND SIRUP IMPORTED AND DUTY PAID THEREON.							
	Loaf, candy, &c., sugar.		Brown and raw sugar.		Raw sugar for inland refineries.		Sirup.	
	Imported, paid.	Amount of duty, 10 rix d. per ctr.	Imported, paid.	Amount of duty, 8 rix d. per ctr.	Imported, paid.	Amount of duty, 5 rix d. per ctr.	Imported, paid.	Amount of duty, 3 rix d. per ctr.
	Ctr. lbs.	*R. s. gr. d.*	*Ctr. lbs.*	*R. s. gr. d.*	*Ctr. lbs.*	*R. s. gr. d.*	*Ctr. lbs.*	*R. s. gr. d.*
Prussia	255 44	2,554 12 0	79 41.1	635 8 6	72,435 30.5	362,176 15 0	35,624 63.5	108,672 27 0
Do							15	18 0
Luxemburg	52.1	5 6 0					1 16	3 14 0
Bavaria	441 35	4,413 15 0	11	26 0			1,442 27	4,326 24 0
Saxony	112 75.1	1,127 15 0	33 51	268 2 0	128 43.6	642 5 0	9,762 9	29,286 8 0
Hanover	303 97	3,039 21 0	70 50.1	564 0 0	2,064 98.2	10,324 27 0	17,779 84.3	53,339 15 6
Wirtemberg							7 37.3	29 15 0
Do	87 81.1	878 3 0					214 88.4	644 19 6
Baden	51 18.9	511 26 6	3 90	31 6 0			546 4.3	1,638 3 6
Electoral Hesse	34 68	346 24 0	6	14 0			71 28	213 25 0
Grande Hesse	98 00	980 0 0	157 58	1,260 19 0			118 86	356 17 0
Thuringia	11 61	116 3 0	6 33.4	50 20 0			1,606 58.3	4,819 22 0
Brunswick	13 4	130 12 0	95	7 18 0			3,164 42	9,493 7 6
Oldenburg	20 11.1	201 3 0	5 67	45 10 6			3,174 7.3	9,522 6 0
Nassau							.5	
Frankfort on the Main.	47 66	476 18 0	5 44	43 15 6			65 34	196 0 6
Total	1,478 13.3	14,781 8 6	363 46.8	2,907 19 6	74,628 72.1	373,143 17 0	73,579 1.5	220,744 12 6
Amongst which from—								
Anhault Dessau	22.7	2 8 0	25	5 0			10 72.4	32 5 0
Anhault Bernberg								
Saxe Weimar								
Schwarzburg Rudolphstadt								

Amount of duty paid in the Zollverein on beet-root during the period from April 1, 1860, *to March* 31, 1861.

States of the Zollverein.	Quantity of beet-root and amount of duty paid on beet-root sugar.		Amount of duties in thalers.	Drawbacks on refined sugar.	After deducting net proceeds of duty on sugar, &c.	Equal in dollars.
	Quantity of beet-root.	Amount of duty, 7½ s. gro. per arroba.				
	Ctr. lbs.	*R. s. gr. d.*		*R.*	*R.*	*Dollars.*
Prussia	25,709,611 00	6,427,402 22 6	6,899,644	183,600	6,716,044	4,701,230 00
Luxemburg			9		9	6 33½
Bavaria	303,991 00	75,997 22 6	84,739		84,739	59,317 00
Saxony	100,959 96	25,239 29 8	56,564		56,564	39,594 00
Hanover	218,575 00	54,643 22 6	121,940		121,941	85,359 00
Wirtemberg	623,682 68	155,920 20 1	159,443		157,443	110,210 00
Baden	822,437 00	205,609 7 6	207,791		207,791	143,453 00
Electoral Hesse			561		561	393 00
Grande Hesse			2,597		2,597	1,818 00
Thuringia	186,126 70	46,531 20 3	51,518		51,518	36,062 00
Brunswick	1,598,252 15	399,563 1 1	409,194		409,194	286,435 00
Oldenburg			9,769		9,769	6,838 00
Nassau						
Frankfort on the Main			716		716	501 00
Total	29,563,635 40	7,390,908 26 1	8,002,486	183,600	7,818,826	5,473,220 00½
Among which from—						
Anhalt Dessau	2,405,454 00	601,363 15 0	601,398		601,398	420,978 00
Anhalt Bernberg	1,483,097 00	370,774 7 6	370,374		370,374	259,542 00
Saxe Weimar	263,715 00	65,928 22 6	65,929		65,929	46,150 00
Schwarzburg Rudolphstadt	105,354 00	26,338 15 0	26,338		26,338	18,437 00

An object worthy of notice in connexion with this consular district is the meeting of delegates of the government interested in the *navigation of the Rhine*, held last year at Cologne, for the purpose of considering how the burdens which threaten to ruin the Rhine navigation might be abolished. A committee was appointed, which extended its operations, with much ability, in two directions, showing, on the one hand, that the system of Rhine tolls, as then existing, was contrary to the law and treaty; and secondly, that a very considerable reduction of these burdens is necessary to insure the continuation of the navigation. Public opinion supported the efforts of the committee, so that the reduction of the Rhine tolls was accomplished; and if these efforts are strenuously continued, the time is not far distant when the duties will be entirely abolished. But not the Rhine alone was taxed with vexatious difficulties. The Main, a much less important river, whose water, of late years, has frequently been as low as four inches, had, under different denominations, to pay a tribute proportionally larger than even the Rhine. The reduction of the Rhine tolls, which came into operation on the 1st of March last, was, however, on the part of the Bavarian government, made subject to the condition, that those states bordering at the same time on the Rhine and on the Main should agree to some reduction of the tolls on this latter river, corresponding with the reasonable demands of its navigation. To this condition the other Rhine states, interested in the matter, assented. The Bavarian government, therefore, proposed last spring a conference for fixing the reduction of the navigation dues on the Main.

It might reasonably have been expected that, after the many arrangements agreed on with regard to the reduction of the tolls on the Rhine, that of the Main tolls might have been decided on in a few hours. The negotiations, however, were protracted for weeks together, and it was even apprehended that the whole measure would fall to the ground. The states bordering on the Main were divided into two groups, the one consisting of Bavaria and Frankfort, which demanded the entire abolition of the Main tolls and some considerable reduction of the recognition dues, and, secondly, the two Hessian states, with Nassau and Baden. The latter govern-

ment, which had acted so liberally on the question of the Rhine tolls, was actuated, apparently, by the idea that a certain part of the Rhine and Neckar formed a competing road with the Main, and that, consequently, the tolls on the latter could not be abolished as long as the competing roads were burdened with taxes. This, indeed, was only a pretence; for, granting even that the Rhine does not compete with the Main in conveying a certain class of goods, there is no doubt that the Rhine would have a decided preference for that traffic, even if it had to bear the whole weight of the old imposts and the Main were entirely relieved from duties. The conference finally came to a compromise.

The Main tolls had hitherto amounted—

At the station of	Wertheim to	$2\frac{1}{2}$	kreutzers per quintal.
" "	Steinheim to	$\frac{1}{2}$	" "
" "	Hanau to	$\frac{3}{4}$	" "
" "	Frankfort to	$\frac{1}{4}$	" "
" "	Hoihst to	$\frac{1}{4}$	" "
Total		$6\frac{1}{4}$	" "

Many kinds of goods paid one-fourth and one-twentieth of these dues.

No Bavarian station is mentioned, as Bavaria, which in commerce and politics has always courted rather a liberal disposition, has, within a few years, wholly abandoned her claim to the Main tolls.

Since the 1st of August last tolls are levied on the Main only in two classes.

The following is the complete treaty concerning the reduction of the navigation dues on the Main, as concluded, between the several governments interested, on the 16th of May last:

1. The former Main tolls of the whole or one-quarter dues up and down the river are reduced to the following rates:

At Wertheim	to	2 pfennings per Zollverein quintal.
At Steinheim	to	$\frac{1}{2}$ " " "
At Hanau	to	$\frac{3}{4}$ " " "
At Frankfort	to	$\frac{1}{2}$ " " "
At Hoihst	to	$1\frac{1}{4}$ " " "
Total		5 " " "

2. Goods as specified below in paragraph marked I are raised only—

At Wertheim	$\frac{8}{20}$	pfenning per Zollverein quintal.
At Steinheim	$\frac{2}{20}$	" " "
At Hanau	$\frac{3}{20}$	" " "
At Frankfort	$\frac{2}{20}$	" " "
At Hoihst	$\frac{5}{20}$	" " "
Total	1	" " "

3. Goods as specified below in paragraph marked II are wholly exempted from toll.

4. Laden vessels able to carry 600 or more Zollverein quintals subject to recognition dues according to the following rates:

If able to carry—

	Wertheim.	Steinheim.	Hanau.	Frankfort.	Hoihst.
	Fl. Kr.	*Kr.*	*Kr.*	*Kr.*	*Fl. Kr.*
600 and under 1,000 quintals	24	8	10	6	15
1,000 and under 1,500 quintals	48	20	20	12	30
1,500 and under 2,000 quintals	1 12	30	30	18	45
2,000 and under 2,500 quintals	1 36	40	40	24	1 00
2,500 and more quintals	2 00	50	50	30	1 15

The recognition duties on steamers are raised without regard to weight of cargo, but only to the quantity they are enabled to carry, (capability of freight.)

5. This treaty to come into operation on the 1st of August, 1861.

PARAGRAPH I.—*Exception class, hitherto paying one-twentieth of the dues.*

1. Alum stone, alum earth. 2. Ordnance stores, ammunition. 3. Asphalt, raw. 4. Firewood of all kinds, charcoal, fagots, and brushwood, also chips. 5. Blood. 6. Cement. 7. Chicory, dried. 8. Acorns, burnt and dried. 9. Ore (raw) of every description, unless otherwise specially prescribed in particular cases; also manganese and silico-carbonate of zinc. 10. Bitumen. 11. Empty casks, already used. 12. Feldspar, not packed. 13. Tendons and feet of animals. 14. Fluorspar and witherite, not packed. 15. Burnt stone of every kind, and tiles. 16. Glass galls. 17. Herrings. 18. Horn offal, horn chips and shavings. 19. Burnt lime and hydro-lime. 20. Madder and garancine. 21. Slate. 22. Shreds of leather from which glue is prepared, offal of skins, leather offal, leather cuttings, parings, and shavings. 23. Peat. 24. Bituminous marl slate. 25. Mortar for tiles and bricks. 26. Ground muscle shells. 27. Waste paper. 28. Rough freestone and other stone prepared for transport by hammer and chisel only. 29. Willow wood for hoops, and willow peeled and unpeeled for basket work. 30. Reeds for plasterers. 31. Dried beet-root. 32. Sawdust. 33. Old bags. 34. Engers and bands of sandstone. 35. Salt dregs. 36. Brine. 37. Salt water. 38. Seaweeds. 39. Hogs' bristles for manufacturing sal-ammoniac. 40. Cauk. 41. Soft soap. 42. Stone ware. 43. Common potters' ware and earthen crucibles. 44. Turf and turf coal. 45. Tuff, ground and unground; also building stones made of tuff, ground and dried. 46. Trass, ground. 47. Sory, vitriolated earth, green copperas.

PARAGRAPH II.—*Exception class, free from Main duties.*

1. Young trees and vine shoots. 2. Birch and brushwood brooms. 3. Liquid yeast. 4. Distillery wash. 5. Butter, if not packed in casks, tubs, boxes, or pots. 6. Manure of every description: ashes cleared of lye, offal from factories, stable manure, dung, salt, gypsum, wall salt, marl, &c. 7. Acorns for sowing and fattening. 8. Eggs. 9. Common earth, as garden mould, clay, gravel, &c.; also unclosed writing sand. 10. Black and yellow earth; fullers', potters', porcelain, and pipe earths; Trechem sand. 11. Farcines for water-works; willow shoots. 12. Live fish. 13. Raft and ship utensils. 14. Herbs of every kind, for cattle fodder, such as grass, clover, esparcette, hay, &c. 15. Garden greens, fresh; exotic plants for hothouses or for garden cultivation, such as flowers, vegetables, &c.; all esculent roots without distinction, *e. g.*, potatoes, onions, &c., also fresh beet-root and chicory. 16. Poultry. 17. Broken glass. 18. Raw gypsum, ground and unground. 19. Bone offal, ground bone, old pieces of bone for charring, burnt bones, bone charcoal. 20. Madder, in the green root. 21. Milk. 22. Moss. 23. Fresh fruit; nuts in the shell. 24. Reeds. 25. Stone, that is, building stone, broken and not hewn; paving stone, sandstone from broken buildings, raw, unburnt limestone; pebble and wacke, raw, for manufacturing purposes. 26. Straw, chaff, haum. 27. Dross of ore. 28. Live animals. 29. Grapes, stamped into open tubs; also grape pulp. 30. Tin and silver sand, sand for casting works.

In connexion with the above, it may be stated that on the 22d of February last, the minister of finance for the Grand Duchy of Baden issued a decree that in accordance with a treaty between the states bordering on the Neckar, and in consideration of the reduction of the Rhine and Main tolls, to take effect on the 1st of March and August next, the Neckar duty on goods, now subject to the whole dues of $3\frac{8}{10}$ kreutzers up the river, and of $2\frac{7}{10}$ down, and also the duty on goods subjected to greater dues of $\frac{1}{2}$ kreutzer up the river, are, on the 1st of March next, to be reduced to one kreutzer per quintal only.

The extent of the telegraphic communication of Germany may be seen from the following official statement, showing the number of telegraph stations, and the length of lines and wires in operation on the 1st of January last, in the states of the "German Austrian Telegraph Association."

States.	Number of stations.	Length of lines. (Geographical miles.)	Total length of lines. (Geographical miles)
Austria	188	1,726.8	2,715.9
Prussia	120	1,038.1	2,988.2
Bavaria	38	274.8	656.1
Saxony	27	137.9	203.9
Hanover	30	161.7	315.7
Netherlands	54	204.0	476.5
Wirtemberg	30	116.6	170.6
Mecklenburg	13	50.8	60.3
Baden	45	153.4	282.2
Total	345	3,864.1	7,869.4

Thus there are 65 stations 331.3 geographical miles of lines, and 765.4 more miles of wires employed now than in the beginning of 1860. The increase falls to shares of the several states, as will be noticed from the following statement, viz:

States.	Stations.		Lines. (Geographical miles.)	Wires. (Geographical miles.)
	Opened.	Abandoned.		
Austria	33	5	194.6	343.5
Prussia	11	1	58.3	277.3
Bavaria	----------	1	1.2	6.7
Saxony	----------	----------	----------	13.5
Hanover	----------	----------	----------	7.1
Netherlands	9	----------	31.7	80.4
Wirtemberg	11	----------	31.6	35.2
Mecklenburg	1	----------	4.7	4.7
Baden	7	----------	9.2	10.4
Total	72	7	331.3	778.8
	7			
	65			

In the entire net of lines there are, on an average, 203.7 miles of wire on 100 miles of line, being an average of 7.09 miles of line, and 14.44 miles of wire to one station. The sub-

joined table shows how telegraph communication has increased in Germany during the last six years:

Year.	Number of stations.	Length of—		In one station.		Average length of wire in 100 miles.
		Line.	Wire.	Line.	Wire.	
Beginning of—						
1856	234	2,317.7	3,889.8	9.90	16.62	167.8
1857	307	2,644.6	4,772.9	8.61	15.55	180.5
1858	357	3,857.3	5,501.4	8.00	15.41	192.5
1859	425	3,255.8	6,348.0	7.61	14.94	195.0
1860	480	3,552.8	7,104.0	7.36	14.80	201.1
1861	545	3,864.1	7,969.4	7.09	14.44	203.7

Therefore the length of the lines has increased 66⅔ per cent. in the course of six years, and the length of the wires 102 per cent., or more than double. The increase in the number of stations is still greater, being 133 per cent. Consequently, according to the above table, the proportion of the length of wires to that of the lines, that is, to the average number of wires on the lines, has constantly increased, while, on the other hand, the proportion of the length of lines and that of the wires to the number of stations has regularly decreased.

The "Association for the Protection of Emigrants," in this city, has just published its annual report. It is surprising to observe that the managers of this association change their mind almost every year as to the transatlantic countries to which they should recommend emigrants. For several years past they no longer express themselves in favor of the United States, but have recommended the Brazils. Now, since last year, evidently under some financial influence, they suggest Australia as the only promising and safe place of refuge. As some parts of the report possess much general interest, I beg to give a short extract from it, for the purpose of showing how other governments work and how they even incur pecuniary sacrifices in order to induce emigration; an example which it would be well for the United States government to follow, especially in these critical times.

The report says: "Formerly, when the emigrants chose the United States almost exclusively as their place of settlement, they could arrange their affairs more easily than at present, as their countrymen, who had emigrated before them, assisted them according to their ability. But since the Germans have been more widely spread over distant and less cultivated lands, they are often compelled by necessity to address themselves to their former home for advice. The desire for emigration was on the increase in 1860, but it abated again on account of the warlike events in the United States. Of the number of persons who applied for advice at the office of the association, 929 persons, with a capital of about 278,600 florins, or $111,450, decided on emigrating. Their native country, place of destination, sex, and business, are all shown in the following table:

TABLE B.

Transatlantic ports for which the emigrants embarked—

	Persons.
For New York	677
For Philadelphia	72
For Quebec	111
For Australia	7
For Brazil	62
Total	929

Native country, sex, and age of the emigrants.

From—	Male.	Female.	Children from 10 yrs.	Infants.	Total.
Austria	3	----	----	----	3
Baden	64	12	6	----	82
Bavaria	89	33	20	4	146
Frankfort	2	----	----	----	5
Hesse Cassel	191	57	39	5	292
Hesse Darmstadt	166	39	28	3	236
Nassau	29	6	4	1	40
Prussia	49	14	8	2	73
Wirtemberg	37	10	7	1	55
Total	630	171	112	16	929

Business of the emigrants.

Bakers	5	Merchants	3
Butchers	7	Millers	4
Cabinet-makers	27	Miners	3
Carpenters	10	Ostlers	2
Chemists	1	Physicians	3
Coopers	2	Saddlers	2
Druggists	2	Shepherds	5
Dyers	1	Shoemakers	6
Farmers	506	Tailors	17
Fringe-makers	1	Wheelwrights	4
Gardners	4		
Locksmiths	3	Total number of emigrants	630
Masons	9		
Mechanics	3		

As to Australia, the correspondents of the association report from that country that the immigration from Europe last year was, on the whole, not very great. The necessity for promoting emigration was, therefore, more than ever felt in all the Australian colonies. In Victoria and Queensland considerable sums have been already granted for that purpose. The Australian government has also sent two able men, Messrs. Parkes and Darley to England, to make their countrymen acquainted, by means of lectures, with the state of affairs in Australia, and the advantages that colony offers to emigrants. A land law in favor of emigrants will no doubt be passed at the next sitting of the Australian parliament, and immigration will form one of the principal subjects of discussion. A Mr. J. C. Hassler, of Queensland, has been sent as agent to this country to agitate in favor of Australia, and he is now here in Frankfort. He states that large tracts of land in the immediate vicinity of each town, however small it may be, have been reserved by the government, and that of these each settler may choose for himself lots of from 40 to 320 acres, at the fixed price of £1 per acre. Every emigrant more than fourteen years old and not exceeding a certain age, (for males forty, for females thirty-five,) and who has made the voyage at his own expense, receives, on his arrival, an order for land to the amount of £18, and after a residence in the colony of two years, another order of £12, which he can give in payment for such land. Two children between four and fourteen years of age are reckoned as one grown person. Whoever pays the passage of another is entitled to

the first £18 order for land, which otherwise the emigrant himself would have received. Many employers are thus induced to write to Europe for workmen. A similar measure on the part of the United States government would, no doubt, contribute much towards promoting emigration to our country, of late years, as is well known, so much decreased, and therefore requiring encouragement and assistance. The report argues strongly against emigration to the United States, especially in the present warlike state of affairs, and recommends Australia as by far the most desirable point of settlement at present for emigrants.

The annexed table marked B contains the joint receipts of the export, import, and transit duties of the German Zollverein in the year 1860, compared with those of the preceding year.

Joint receipts of import, export, and transit duties in the Zollverein for the year 1860, *compared with those for* 1859.

States of the Zollverein.	Population.	Import duties.		Export duties.		Transit duties.		Total.			
								Year 1860.	Year 1859.	In 1860.	
		Year 1860.	Year 1859.	Year 1860.	Year 1859.	Year 1860	Year 1859			More.	Less.
		Thalers.	*Thalers.*	*Thalers.*	*Thalers.*	*Thalers.*	*Thalers.*	*Thalers.*	*Thalers.*	*Thalers.*	*Thalers.*
Prussia	18,107,274	13,387,846	13,477,628	88,843	110,187	254,135	266,635	13,730,824	13,854,450	.....	123,626
Luxemburg	192,196	139,379	143,120	1,777	2,237	903	238	142,059	145,945	.....	3,536
Bavaria	4,621,279	1,274,055	1,224,587	13,270	14,416	16,294	13,490	1,303,619	1,252,493	51,126	.....
Saxony	2,122,148	2,512,375	3,323,098	48,272	43,241	94,999	87,000	2,655,646	2,453,339	202,307	.....
Havover	1,865,042	2,154,161	2,099,310	7,720	11,351	22,248	16,775	2,188,129	2,127,436	60,693	.....
Wirtemberg	1,690,898	431,157	1,417,904	1,767	3,286	2,487	4,037	435,411	425,227	10,184	.....
Baden	1,334,052	950,831	900,453	20,139	28,705	14,766	10,043	985,736	939,201	46,535	.....
Electoral Hesse	699,745	323,989	299,098	263	75	205	36	324,457	299,209	25,248	.....
Grand Ducal Hesse	861,905	497,537	458,063	2,436	2,097	1,468	743	501,441	460,903	40,538	.....
Thuringia	1,043,771	329,214	346,459	75	59	332	275	329,621	346,793	.....	17,172
Brunswick	249,771	280,072	273,099	10	91	95	101	280,177	273,291	6,886	.....
Oldenburg	236,676	241,598	236,581	140	2,730	1	2	241,739	239,313	2,426	.....
Nassau	435,777	86,569	81,953	275	471	228	190	87,072	82,614	4,458	.....
Frankfort on the Main	.....	872,089	824,443	23,077	31,892	1,146	1,343	896,313	857,678	38,634	.....
Total	33,460,534	23,484,872	23,105,796	208,064	250,838	409,307	400,908	24,102,243	23,757,562	489,035	144,336
Or dollars, at 70 cts	per R. Thl..	16,439,410	16,174,057	145,645	175,586	286,515	180,636	16,871,570	16,630,279	241,290	101,034

	Thalers.
During the first six months of the present year (1861) the import duties of the Zollverein amounted to	11,295,820
And the exports and transit duties	88,729
Total	11,384,549
Or	$7,969,185

While they amounted during the same period of 1860—

	Thalers.
The import duties to	11,182,499
The export and transit duties	283,533
Total	11,466,032
Or	$8,026 222

This statement shows that the import duties *increased* 113,321 thalers, whilst the export and transit duties *decreased* 194,804 thalers, against the same period in 1860, so that the total

receipts exhibited a *decrease* of 81,483 thalers, or $57,037. Somewhat better was the proportion for the years 1860 and 1859, as it appears from the table marked B. After all, however, the two tables show that the duty receipts of the Zollverein have considerably suffered from the unsafe state of the political affairs of the world generally.

The increase stated in the receipts for import duties in 1860 is said to have arisen chiefly from the increased importation of raw coffee, (1,265,180 quintals in 1859 and 1,309,119 in 1860, being 43,939 quintals more than in 1859;) raw tobacco, (in 1860, 585,959 quintals; in 1859, 529,290 quintals: therefore more in 1860 by 56,669 quintals;) woollen goods of every description, (475,733 quintals in 1859; 554,430 in 1860: more by 78,697 than in 1859;) silken and half silken goods; fresh and dried southern fruits; shelled rice, (in 1860, 628,359 quintals; in 1859, 560,719: therefore an increase of 67,640 quintals;) sirup, (in 1860, 71,608; in 1859, 48,914: therefore, 22,694 quintals more in 1860;) cotton and cotton goods, (raw cotton in 1860, 1,720,642; in 1859, 1,314,561: therefore more by 406,081 quintals;) cotton yarn and goods, (in 1860, 486,650; in 1859, 473,730: therefore 12,920 quintals more in 1860.) It may, however, be well to observe here that during the first six months of the present year the importation of cotton and of cotton goods into the Zollverein has considerably decreased, and has greatly contributed towards the decrease in the receipts of the import duty already mentioned. This, of course, was caused by the unfortunate state of affairs in our own country.

Further, although in a less degree, the increased duty received arose from the importation of raw and German steel; fine iron and steel ware; grain; hardware; bleached linen yarn and thread; wine in bottles; spices; herrings; cigars and manufactured tobacco, (in 1860, 19,537 quintals; in 1859, 17,488 quintals: therefore, 2,049 more in 1860.) The increased importation of raw coffee, woollens, silken and half silken goods, tobacco, &c., is supposed to have been produced by the apprehension of the cost prices of those articles, in the present state of political affairs, rising still higher than they had yet. The decrease in receipts of import duty had reference especially to the importation of raw sugar for home refining, (in 1859, 229,891; in 1860, 78,566; therefore, 151,325 quintals less in 1860;) wine in casks, (in 1859, 248,569; in 1860, 204,323: therefore, 43,256 quintals less;) sweet oil in casks, (in 1859, 82,257; in 1860, 23,521: therefore, 58,936 quintals less;) pig iron; forged iron; common iron ware; tallow; cheese, &c. The decrease in the receipts of duty of raw sugar, in 1860 amounting to 756,625 thalers, or $529,638, is the more important, as it has not been compensated by an increase in the receipts of duty on beet-root sugar, which also show a deficit of more than a million thalers. The smaller importation of wine in casks is explained by the prices of wine having, in consequence of the English-French treaty of commerce and the scarcity of the vintage in France, risen so high, that the wholesale dealers thought it advisable to limit their French supplies, and, instead of these, more of the good Rhine and Moselle wines of 1857 and 1858 were consumed. The importation of sweet oil in casks has decreased partly in consequence of the reduction in the rate of duty on other oils, and partly on account of the warlike state of affairs in Naples and Sicily.

The decrease in the export duties, amounting in 1860 to 42,774 thalers, or $29,942, has been chiefly caused by the diminished importation of raw hides and skins for the manufacture of leather, as those circumstances which favored their exportation in 1859 did not prevail to the same extent last year. It has also been influenced by the diminished exportation of raw sheep wool, which last is to be ascribed to the suspension or almost entire cessation of the working of the factories abroad, and to the unfavorable state of commerce in connexion with those circumstances.

The trifling decrease in the *transit* duties is but of slight importance.

The share of Frankfort in the receipts of the import duties of the Zollverein is not very extensive. In 1860 its receipts amounted to 872,089 thalers, of which amount, according to the mode of distribution agreed upon by treaty, there were to be paid back 651,162 thalers,

leaving a balance of 220,927 thalers. During the first six months of 1861 the receipts amounted to 428,858 thalers, of which, according to the above regulation, there were to be paid back 321,447 thalers, leaving a balance of 107,411 thalers; the total receipts for 1860 and the first six months of 1861 amounting to 328,338 thalers, or $231,237. Of this amount, however, a certain sum is consumed by cost of administration, &c. Of the export and transit duties Frankfort draws no profit at all.

It is customary in Frankfort to have the prices of the common necessaries of life fixed every month by the police department. At the date of this report the official prices of bread, meat, flour, grain, and wood were as follows:

Bread.

	Kreutzers.
Mixed rye bread, per pound, second quality, 4 loths	16
" " " 2 loths	8
" " " 24 drams	3
" " first quality, 6 loths	26½
" " " 3 loths	13¼
Wheaten bread, " " 12 loths	8
" " " 22 loths	4
" " " 11 loths	2
" " " 5½ loths	1
Wheaten roll,	5 to 3¾ loths 1

The bakers of the villages sell the bread about 8 per cent. lower.

Meat.

Beef, per pound	17¾
Heifers, per pound	15¾
Cows, per pound	15¾
Veal, per pound	14¼
Mutton, per pound	16¼
Pork, per pound	16¾

Wheat.

Flour, per 135 pounds,	first quality	17 florins,	8	kreutzers.
" "	middling	13 "	29	"
" "	ordinary	11 "	1	"
" "	inferior	8 "	34	"
Rye flour, "		11 "	9	"

Grain.

Wheat, per malter, average price	13 florins,	10	kreutzers,	per	200	pounds.
Rye " "	10 "	8	"		180	"
Barley " "	7 "	45	"		160	"
Oats " "	4 "	50	"		110	"

Wood is sold here by the "Gilbert," or cord. One Gilbert contains two "*stecken*," each of 4 feet high, 4 feet broad, and 3 feet long, or 48 cubic feet. The legal weight of a "stecken" of dry beech wood is 10 quintals. Official price of beech wood, the common sort used here, is at present 11 florins, 48 kreutzers, or $4 70.

BREMEN.

HENRY BOERNSTEIN, *Consul.*

OCTOBER 10, 1861.

BREMEN COTTON MARKET IN SEPTEMBER, 1861.

				Bales.
Imports of all kinds in the year 1857				112,762
"	"	"	1858	109,247
"	"	"	1859	152,429
"	"	"	1860	156,485

North American sorts.

Stock on 1st January, 1861		6,434
Imports till September 1, 1861	95,557	
Imports in September		
		95,557
Total		101,991
Sales and exports till September 1	95,653	
Sales and exports in September	3,081	
		98,734
Stock to-day in first hands		3,257

Other sorts.

Stock on 1st January, 1861		2,160
Imports till September 1, 1861	23,429	
Imports in September	4,111	
		27,540
Total		29,700
Sales and exports till September 1	20,453	
Sales and exports in September	6,824	
		27,277
Stock to-day in first hands		2,423

Thus from January 1 to September 30, 1861, there were—

Total imports, including stock on 1st January		131,691
Total sales and exports		126,011
Total stock in first hands		5,680
Namely:		
North American	3,257	
East India	2,323	
Laguayra	100	
		5,680

Of the above imports there are—

	Bales.
From New Orleans	55,699
From Galveston	10,816
From Savannah	6,495
From Charleston	9,721
From New York	9,756
From Mobile	1,968
From Laguayra and Angostura	435
From Porto Rico and Savanella	787
Indirect	27,450

Of the sales and exports there are—

In transitu	27,789
Sales here changing hands once	98,222

The stock of American cotton is diminishing very rapidly. The 444,000 bales on hand in Liverpool (last year at this time 715,000 bales) will hardly do up to the end of this year. Prices are always increasing. Here in Bremen are 5,680 bales on hand. Of this are 3,257 bales American cotton in the hands of speculators. There may be some 4,000 bales more, but not so accessible for current prices. In the last month 4,111 bales of cotton have been imported here from the East Indies.

Summary of imports and exports of some articles in the month of September, 1861.

	Imports.	*Exports.*
Cotton	24,006 pounds net.	43,543 pounds net.
Coffee	13,932 "	19,715 "
Rosin	3,686 "	15,198 "
Tobacco, West India and South American	13,454 "	18,527 "
Tobacco, North American	60,357 "	65,467 "
Cigars	—— "	6,056¼ mille.
Stems	1,340 "	10,224 pounds net.
Rice	119,485 "	56,653 "
Sugar, raw	16,523 "	4,538 "
Sugar, refined	1,475 "	5,013 "

NOVEMBER 19, 1861.

The new port of Geestermünde, at the mouth of the Weser, in the kingdom of Hanover.

This newly built seaport at Geestemünde, on the lower Weser, which will be opened in spring, 1862, has been established and completed by the government of the kingdom of Hanover, at very great expense. This port is situated outside of the German Zollverein, on the right bank of the Weser, near the mouth of the Geeste river and the port of Bremerhaven, the latter belonging to the government of Bremen, as Geestemünde does not belong to Zollverein. Goods can be landed and stored there *free of duties of entry*. The port of Geestemünde is in immediate connexion with the depot of the newly established railroad (forty-two English miles long) running from Bremen to Geestemünde, and which will be opened on the 15th of December. All goods can be landed in the port of Geestemünde immediately, at the railroad depot, and can be carried from there by railroad to all points of Germany, as well as to France, Switzerland, Italy, Austria, and Russia. The harbor basin is 1,700 feet long and 400 feet wide,

enclosed by solid walls and ditches, protected against storms and high seas, and connected by a canal of 150 feet in width with the outside harbor. The whole work will be successively enlarged and other basins will be built so soon as the number of ships visiting this port will increase. In the harbor basin the largest ships, even frigates or men-of-war, can enter and are fully protected, and the outside harbor is so situated that ships can enter without difficulty, even under contrary winds. The water gate at the basin is not a common dock sluice, which allows only ships to enter with the tide, but is a complete gate, of $76\frac{1}{2}$ feet width and 239 feet length, through which all kinds of ships, even of a width of eighty and more feet, can pass at any time. The depth of the water gate is $25\frac{1}{3}$ feet, the depth in the basin is the same, and the depth in the channel is $16\frac{3}{4}$ English feet. The basin as well as the channel is enclosed by solid stone walls, with piers for the landing of the ships. Close to the basin the new railroad depot is erected, and railways are running from all points of the basin to the depot, where goods can be stored free of duties. In the "quays" of the basin there are several cranes, driven by hydraulic power, to raise the goods from the ships and to transfer them to the railroad. There are ample opportunities to take in ballast, and a newly erected aqueduct furnishes to the ships an abundant supply of fresh and clear water. For the *approvisionnement* of the ships very great facilities are offered at Geestemünde and at Bremerhaven.

The new railroad depot has been constructed with special regard to the transatlantic steam navigation, and, besides the usual saloons for the railroad passengers, there is a great dining hall with dressing and wardrobe rooms, so that passengers arriving from America by steamer will find at the railroad depot every kind of comfort and commodity before proceeding further by railroad. The depot is, as already stated, *outside* of the German Zollverein, but, for the better accommodation of the mercantile community, there is a general custom-house contiguous to the depot, where all goods imported to or exported from the states of the German Zollverein can be cleared without any delay.

It is the intention of the Hanoverian government to make this new seaport in every way a first-rate commercial place. * * *

SWITZERLAND.

BASLE.—JOHN ENDLICH, *Consul.*

DECEMBER 20, 1860.

In the present report of trade, &c., of this consular district for the year ending September, 1860, which I herewith respectfully submit, I have taken occasion to introduce some remarks concerning various public relations of this country which are to be considered as the fundamental sources of its astonishing progress. Frequent comparisons of similar relations existing in other European states have been made for the purpose of showing the practical inferiority of the latter, and even, in some cases, their perniciousness to public good. Such comparisons serve, in general, as useful illustrations; applied to matters of such importance, they are particularly instructive.

Though obliged to confine myself within as narrow a compass as possible in treating these subjects, the materials presented will suffice to acquaint us with the elements operating so succesfully in this country.

I. EXPORT FROM THIS CONSULAR DISTRICT TO THE UNITED STATES DURING THE YEAR ENDING SEPTEMBER 30, 1860.

Amount of export to the United States on consignments during the above year	$1,163,034 54
Amount of export to the United States on consignments during the year preceding	1,048,512 66
Increase	114,521 88

As consignments are in proportion to export on order as 1 to 7, the total exportations from this consular district to the United States amounts to nearly $8,141,241 78.

My quarterly reports contain particulars of general commercial matters of this district, to which I refer.

It is worthy of observation that during the past year a number of cantons have, mainly through exertions of the Hon. Theodore S. Fay, consented to more liberal measures in reference to domiciliation of Israelites, which may, by temporary establishment of some from the United States, result in increased exportation thither of watches, jewelry, and like articles.

Table of goods, wares, and merchandise exported from this consular district to the United States, (on consignments,) under authenticated invoices, during the year ending September 30, 1860.

Articles.	Year ending September 30— 1860.	1859.
Silk ribbons	$853,983 36	$733,923 05
Silk stuffs	246,243 19	260,891 29
Watches	21,111 10	29,528 30
Straw wares	2,359 50	7,291 05
Cheese	3,692 50	216 15
Absynth	8,301 18	5,692 12
Wine	1,498 96	615 08
Jewelry	2,231 75	----------
Cigars	2,790 00	----------
Paint	1,078 80	----------
Oil	251 10	----------
Music boxes	493 10	----------
Cotton goods	----------	4,248 04
Leather	----------	4,667 18
Machinery	----------	645 06
Woollen goods	----------	795 34
Total	1,163,034 54	1,048,512 66

II. GENERAL SWISS COMMERCE OF THE YEAR ENDING SEPTEMBER 30, 1860.

	Quintals
Import: Total amount during the above year	7,250,466
Total amount during the preceding year	6,790,910
Increase	559,556

	Quintals.
Export: Total amount during the above year	810,721
Total amount during the preceding year	728,250
Increase	82,471

Table of articles and amount in quintals imported in the year ending September 30, 1860.

Articles.	Quintals.	Articles.	Quintals.
Books	8,263	Oil	186,592
Butter	23,138	Paper and pasteboards	10,741
Chicory	58,168	Rice	91,180
Cotton, raw	333,931	Salt	252,558
Cotton goods	47,552	Silk offal	23,343
Coffee and surrogates	138,324	Silk and half silk fabrics	2,123
Drugs and chemicals	127,434	Soap	42,281
Dye stuffs	55,833	Sugar	207,783
Earthenware	25,524	Spirits in casks	82,205
Feathers	6,510	Tallow and fat	14,895
Flax and hemp	16,209	Tobacco leaf	83,304
Glass and woodenware	57,453	Tobacco, manufactured	19,803
Grain and flour	3,019,112	Tropical fruit	15,081
Iron, wrought	348,734	Wine in casks	550,171
Iron, cast, and other metals	83,178	Wool, raw	12,283
Iron and steel wares	66,982	Wool, manufactured	41,878
Leather and leather wares	23,116	Seeds	84,100
Linen and linen goods	35,794	Sundries	966,417
Machines and parts thereof	51,984		
Madder	36,589	Total	7,160,566

The import of raw cotton has increased 9,755,382 English pounds; tobacco, 775,710 pounds.

Reduced to English pounds, the total increase of import over the preceding year is 50,780,938.

Table of articles and amount in quintals exported in the year ending September 30, 1860.

Articles.	Quintals.	Articles.	Quintals.
Absynth	9,581	Leather and leather wares	4,737
Agricultural produce	84,033	Linen and linen goods	1,772
Bark and tan	22,800	Machines	45,642
Books and music	4,288	Oil	6,167
Butter	1,860	Rags	5,977
Cotton, raw	14,058	Silk offal	14,351
Cotton yarn and twist	25,668	Silk and half silk fabrics	30,345
Cotton goods	161,952	Straw wares	4,033
Cheese	153,006	Tobacco, leaf and manufactured	4,716
Cream of tartar	3,938	Watches and parts thereof	1,751
Drugs and spices	4,120	Wool	8,686
Hides	36,831	Woodenware	9,871
Iron and steel	18,057	Sundries	115,947
Ironware	13,322		
Queensware	3,211	Total	810,721

Total increase over the preceding year, in English pounds, 9,113,045. Cheese, cotton goods, and straw wares show a considerable increase of export.

Specific duties admit no accurate calculation as to value of commerce. On an average of the last years, the Swiss commerce may be taken at nearly $190,000,000.

(*a*) *Swiss transatlantic trade.*—This trade, (with America and the Orient,) originally a fruit of European restrictions, is the most profitable to Swiss interests, and owes its present extent greatly to the able efforts of consular agents, personally generally well versed in commercial matters and foreign languages. Hence the attention bestowed by government on this important service. Whilst Switzerland has but two permanent diplomatic missions, of inferior grade, (at Paris and Vienna,) its consular *personnel* is proportionally the largest in Europe, save the Hanse Towns. It has 68 such agents; Sweden, 28; Saxony, 19; Wirtemberg, 17; Prussia, 15; Austria, 10, &c.

Respecting commerce with the United States, the actual amount of Swiss export annually may pretty nearly reach the sum of $17,000,000, and its import from thence, $3,351,545, viz:

Cotton	64.3 per cent.
Tobacco	12.0 "
Breadstuffs	10.2 "
Rice	1.5 "
Lard	2.7 "
Sundries	9.9 "
	100.0 "

The total amount of export to transatlantic countries may be taken at $41,196,287, and the total import from the same, $13,000,000; leaving a surplus of exportation of $28,196,287.

(*b*) *Swiss European trade.*—As to exclusive Swiss European trade, it is of entirely different character. Here the question as to quality and competition becomes of more consideration. Large quantities of Swiss goods are bought for foreign markets, passing frequently from the hands of buyers as of other origin.

Switzerland draws large supplies of breadstuffs, raw material, and half fabrics from European countries.

Total amount of Swiss European importation	$76,084,004
Total amount of Swiss European exportation	58,817,434
Excess of importations	17,266,570
Amount of Swiss transatlantic exportation	$41,196,287
Amount of Swiss transatlantic importation	13,000,000
Excess of exportation	28,196,287

Total Swiss commerce	$189,097,725.	Per head, $75 63.
Excess of exports	10,929,717.	Per head, 4 55.

(*c*) *Tariff custom receipts.*—The adoption of high duties for protection or revenue purposes was never held to be wise policy for the manufacturing and commercial interest of this country, for reasons peculiar to its situation and production. There exists here a very low financial tariff, which, with other resources, yields sufficient income to defray expenses of the federal government. The specific system is applied to all ordinary articles of merchandise, while *ad valorem* duties are levied on some few articles only which cannot be properly classed under the former.

The average receipts of custom duties per annum, for a number of years, is, in the aggregate	$1,158,104 36	
Expense of custom administration	136,157 50	
Net proceeds	1,021,946 86	Per head, 48.5 cents.

III. Manufactures.

The exertions of this government to promote manufacture and trade are of the most useful order, adding much to the extraordinary advance of the same. That this country, in spite of the most discouraging obstacles, could reach the present state of prosperity and commercial importance seems almost incredible, furnishing very instructive materials for the study of the causes and sources of public progress.

Several European statists and public writers have shown great partiality towards other countries in treating on these subjects. Here, of course, the prevailing doctrines as to public means and relations appear of little authority. Republican institutions and the widest practical application of free trade principles never can agree with theories more or less influenced by monarchical elements. The example, however, of this country has, at least, partly effected the growing free trade ideas and occasional government measures in that direction in some European states. The fact that frequent inquiries, in some cases by special commissioners, (England and Belgium,) have been made of the nature and sources of Swiss success in manufacture and trade, seems to prove the recognition of its merits. Adversity and struggle have imparted to Swiss industry sufficient strength and skill successfully to compete with the most prominent rivals in silk and cotton fabrics; while some articles have to fear almost no competition, as watches, jewelry, straw wares, &c. Nearly all branches of manufacture are carried on skilfully and progressively. The principal and most extensive manufactures are cotton, silk, watches, and straw wares; besides these, the most flourishing are wool, linen, hair, glass, machines, paper, physical and mathematical instruments, arms, soap, umbrella, needle, brush, wood-cutting, hat, chemical, dyeing, tannery, tobacco, printing, spirits, chocolate, &c., &c., establishments and factories.

Chief manufactures.—(*a*) Silk manufacture, spinneries, and weavings, around and northeast of the Lake of Zurich, Basle, city and land, Zug, Schwytz, Unterwalden, Lake of Lucerne. A new produce of raw silk annually, equal to 65,000 pounds. Italy, the East Indies, China, and Persia furnish the bulk of the raw material.

Average net import for the last six years	1,196,405 pounds.
Average net export of silk and half silk fabrics	1,715,461 pounds.
Proportion of value of the raw material to fabrics	100 to 380.

Swiss silk fabrics find their principal markets in North and South America and the Orient. Considerable sales are made to England, Germany, and Italy.

Stuffs are manufactured chiefly in Zurich; ribbons, by Basle manufactories.

Zurich had, in 1855, 18 silk factories, 6 finishing establishments, and 25,291 looms. Basle has 34 ribbon manufactories and about 6,000 hand looms.

(*b*) Cotton manufacture, northeast part of Switzerland. Of the raw cotton manufactured 75 per cent. is from the United States.

Average net import of raw cotton for the last six years	21,649,053 pounds.
Average net export of cotton goods for the last six years	12,434,315 pounds.

Proportion of value of the raw material to fabrics 100 to 320 yarn, and 100 to 936 fabrics.

Swiss cotton goods go to all countries. Chief places of manufacture, Thurgovie, Zurich, Argovie, St. Gall, Basle, Appenzell.

In 1857 there were in operation 268 spinneries with 1,350 spindles.

In proportion to 100 spindles here, the German Zollverein has 11; Austria, 8; Prussia, 5; France, 18; Russia, 1; England, 201.

(*c*) Watches manufactured in the Jura Alps, and Geneva. Raw material: steel, from England; brass, from France; gold and silver furnished by melted coins. Average exports for the last six years 175,526 pounds. The United States seem to be the principal market for this article; next to it South and Central America, and Asiatic countries. Principal places of the watch business in Switzerland, Chaux de Fonds, Locle, Neufchatel, and Geneva.

In the Jura Alps are annually furnished nearly one million of silver and gold watches. In Geneva 75,000 gold watches annually. Geneva is also distinguished for its extensive, rich, and tasteful manufacture of jewelry.

(*d*) Straw wares manufactured all over the country; principal places, Argovie and Fribourg. The straw is raised in the country; its culture requires a peculiar treatment. Besides straw, bast, silk ribbons, raw and dyed silk is used. Silk is taken for the warp and straw for the weft. Average net export during the last six years 343,573 pounds.

Approximate value of Swiss manufacturing produce.

Silk manufactures	$18,600,000
Cotton manufactures	17,321,700
Watches and jewelry	17,014,000
Straw wares	1,448,000
All others	22,000,000
Total	76,383,700

Per head $31 85.

IV. National produce.

The variety and amount of Swiss produce show valuable sources of national wealth and profitable use of the same. As to agriculture and its branches, improvements are steadily and advantageously going on. Cattle raising, culture of vine and fruit, are the most rewarding. Much land has been gained for cultivation of grain by draining and diminishing of pastures. Swiss agriculture is confined to a given portion of land, and can only by persevering care and improvements increase production.

The demand for foreign breadstuffs is considerable. Of the entire area of land near three-fifths is under cultivation, the rest is unproductive or unsuitable for farming. The forests are not as rationally and prudently conducted as desirable. Wood for technical use and fuel is, in some localities, becoming alarmingly scarce; high prices mislead to abuse. In view of scarcity of fossils for fuel, except turf, in some districts, this is a question of deep public importance.

Mineral gains are notable; slate and marble are found abundantly and of valuable varieties; also gypsum, chalk, &c. Iron is of superior quality. Annual produce, 700,000 quintals; annual demand, 900,000 quintals.

Mining on a number of metals (though found at many places) seems to be unprofitable.

Salt (in fossil state, mostly lime) is of recent discovery. Total annual produce, 530,000 quintals; total annual demand, 675,000 quintals.

Switzerland has 596 mineral springs, of which 22 are baths of the first, and 224 of the second class. The vegetable kingdom also furnishes valuable raw materials, as dye matters, gums, chemical, and medicinal materials. The wood-grass (*Aera cæspitosa*) as a substitute for sea-grass (*Zoeslera marina*) promises to become of extensive use. A further source of national income arises from the natural beauty of the country and its renowned baths.

Approximate value of annual Swiss produce.

Manufacturing produce	$76,383,700
Agricultural "	27,260,680
Animal "	7,570,200
Forest "	7,528,786
Mineral "	7,000,000
From other sources	5,000,000
Total	130,749,366

Per head $54 48.

V. Financial condition.

One of the principal conditions for true public welfare is a good and cheap government. That of Switzerland furnishes a most admirable example. To enter, on this occasion, into the composition, sphere, and details of administration of the Swiss government, would lead too far. I shall confine my remarks merely to some financial points and comparisons.

In the year 1858 the total expenditures and receipts of this government were:

Expenses for general administration and departments	$92,129 54	
Expenses for military	360,480 44	
Expenses for customs	152,252 86	
Expenses for various matters	71,950 61	
		$676,813 45
Receipts of customs	813,130 03	
Receipts of telegraphs	4,640 17	
Receipts of mint	15,989 32	
Receipts of powder and cap monopoly	44,447 48	
Receipts of various items	34,018 07	
		912,226 07

Estimates for 1860.—Expenditures	$599,454 75
Receipts	675,334 93

Swiss government expense, per head, of inhabitants according to estimate for 1860	$0 24.6
Per head in Saxony, (88 per cent. of Swiss population)	3 08.0
Per head in Hanover, (76 per cent of Swiss population)	4 99.0
Per head in Wirtemberg, (70 per cent. of Swiss population)	3 24.0

The annual expense of Swiss legislature (consisting of 44 members or deputies of council of the states and 120 members of national council, constituting the federal assembly) amount

to	$22,243;	per inhabitant,	$0 97
Expense of the senate and corps legislative in France, in 1859,	1,647,030;	per inhabitant,	6 13
Legislative body in Hanover	45,714;	per inhabitant,	2 04
Legislative body in Prussia, (1859)	168,603;	per inhabitant,	1 00
Legislative body in Norway, (1857–'60)	43,547;	per inhabitant,	2 09
Legislative body in England, (1858)	409,046;	per inhabitant,	1 05

Public offices and salaries are reduced as far as circumstances permit. The extravagant offices and pensions customary in monarchical states are not found here. While Prussia, for instance, pays annually to its active and inactive government officers upwards of $20,000,000;

Bavaria, $4,600,000; England, $13,400,000; the total salaries of all Swiss functionaries amount to but $744,000. The public service is, nevertheless, conducted here in as able a manner, and certainly more to public satisfaction, than elsewhere.

Of inestimable value to the pecuniary and moral condition of the Swiss people is its military organization—an excellent militia system. Every citizen, in a free republican spirit, cheerfully yields to his military duties. Exercises take place several times during the year, and are always attended. The Swiss citizen soldier is well armed and drilled. Arsenals are continually and sufficiently supplied, and in case of emergency Switzerland is able to display an effective force. The present strength is—

Chief force	77,439	men, from age of 20 to 34.
Reserve	43,282	men, from age of 35 to 40.
Landwehr	57,465	men, from age of 41 to 45.
Whole force	178,176	

In 1858 the military expenditures amounted to but $360,320 43, a most paltry sum compared with other states. The European public debts are, with few exceptions, continually increasing since the wars of Napoleon the First, and remain in this hopeless condition mainly through the standing armies.

The annual direct and indirect military expenditures in Europe amount to $632,400,000, (Bodmer,) the public debt to $10,653,600,000, and the annual interest thereon, $372,000,000.

While all European states are thus alarmingly indebted, this republic appears actually as capitalist and proprietor. The debts of the confederation are, at this moment, $2,003,392 60, and its actual property (including $2,128,402 46 capital) amounts to $3,688,944 32, being therefore merely a matter of convenience.

Equally favorable, in the whole, is the financial condition of the cantons. There, also, the actual property exceeds liabilities.

Amount of cantonal debts	$3,444,000 00
Amount of federal and cantonal debts	6,347,392 60

The effect on taxation of this happy financial state is apparent. Direct taxes, income taxes of 1 to 1½ per mille, exist in cantons for cantonal purposes only. Indirect taxes are limited to customs, stamps, and inheritances.

Annual amount, per family, of all taxes, direct and indirect	$5 00
In Austria, annual taxes per family	13 67
In Prussia, annual taxes per family	16 35
In other parts of Germany, annual taxes per family	12 95

VI. State and Private Institutions for Communication.

(*a*) *Railroads.*

The building of railroads in this country, unlike most other countries, is exclusively a private enterprise. The funds, with a few exceptions, were furnished by Swiss capitalists. Though yielding now but moderate dividends, there are fair prospects of improvements. Concessions and acts of incorporation are granted by the federal government, after agreement of parties interested, with the respective cantonal authorities, &c. It also provides for general measures and regulations for safety and order, decides in cases of difficulty between cantons and companies, and other matters within its competency.

Some years ago the idea of a complete inland railroad communication seemed absurd, in view of the great natural obstructions. Now, Switzerland has as perfect a railroad connexion

as can be desired. It has in operation, per geographical square mile, (4.6 English square miles,) 0.7 English mile.

To this area Prussia has in operation	0.54	English miles.
" Austria has in operation	0.12	"
" Germany has in operation	0.69	"
" Belgium has in operation	1.82	"
" France has in operation	0.46	"
" England has in operation	1.54	"

Total length of Swiss railroads in 1859, 586.39 English miles.

(b) Telegraphs, (built and worked by the government.)

The present uniform organization of the European international telegraph communication is chiefly owing to the exertions of this government.

Length in 1859, 1,652 English miles; number of despatches in 1859, 287,569; per despatch, 19.7 cents.

Switzerland has to 100 geographical square miles	206.00	English miles of telegraphs.	
Germany has to 100 geographical square miles	63.48	"	"
France has to 100 geographical square miles	99.36	"	"
Russia has to 100 geographical square miles	3.64	"	"
Italy has to 100 geographical square miles	40.48	"	"
England has to 100 geographical square miles	159.00	"	"

Number of despatches to 10,000 inhabitants in	Switzerland				108
"	"	"	"	Saxony	57
"	"	"	"	Wirtemberg	70
"	"	"	"	Netherlands	110
"	"	"	"	France	13
"	"	"	"	Belgium	65
"	"	"	"	Austria	11

(c) Posts, (under federal administration.)

A plain, practical system, yielding, at a comparatively low rate of postage, a satisfactory net proceed annually, which is divided proportionately among the respective cantons.

Receipts in 1859	$1,324,920 93
Expenses in 1859	1,075,532 03
Net	249,388 90

Number of letters passing the Swiss post offices in 1859	26,829,866
Number of newspapers passing the Swiss post offices in 1859	18,412,806

Cheap postage, prompt service, and complete connexions are the chief requisites of good postal arrangements. Attempts to reach that end, with a view at the same time of some financial advantage, have not always been successful; and, indeed, such a result may become, under circumstances, impossible. This government, however, has accomplished that purpose admirably; attributable mainly to simplicity, cheap administration, and large increase of correspondence.

While here the net proceed amounts, per head, to	10.04 cents,
It amounts in Prussia to	0.60 "
" Bavaria	0.59 "
" Wirtemberg	0.23 "
" Hanover	0.80 "
" Saxony	1.36 "

Exchange of letters, per head, in			Switzerland	10.72
"	"	"	Bavaria	5.14
"	"	"	Prussia	7.32
"	"	"	Austria	1.56
"	"	"	Russia	0.31
"	"	"	Wirtemberg	9.53
"	"	"	France	7.20
"	"	"	England	19.00

In the same degree as a larger or smaller exchange of letters denotes the commercial activity of a country, the number of newspapers published and read (home and foreign) serves as an indication of general intelligence and political advancement. As to papers of exclusive political tendency, Switzerland has proportionately the largest number, viz:

Switzerland	1	political paper per	10,000 inhabitants.
Hanover	0.09	" "	"
Bavaria	0.13	" "	"
Prussia	0.27	" "	"
Austria	0.024	" "	"

VII. Social Relations.

I have thus presented the outlines of the principal means for the promotion of public welfare in this country from which the trading and manufacturing interest derives its chief strength, and which, in connexion with extensive means for moral progress and benevolent purposes, secure to the Swiss people an uncommon state of prosperity. Education receives a large share of public support. Nearly eighteen per cent. of the population is attending public schools, and institutions for acquiring superior knowledge are also numerous and of the best order. The various societies, finally, for literary, scientific, and benevolent purposes exert a large and wholesome influence. There exist, at present, such societies—

Patriotic	384
Benevolent	489
Scientific	192
Economical	193
Saving	126
Others	1,362
In all	2,746

The large accumulation of property, cheap rate of interest, and sufficient and accommodating banks favor enterprise of all descriptions, and entertain a continual demand for labor at good wages, affording to the laboring classes opportunity of earnings and comfort rarely found, of which the amount of wages-deposits in savings institutions and consumption give ample proof.

(*a*) *Wages.*

In Switzerland, for common day laborer, per annum, (300 days)					$90 00
				with meals	56 00
In Austria	do	do	do	do	36 00
In Germany	do	do	do	do	44 00
In Prussia	do	do	do	do	20 00
In Hungary	do	do	do	do	12 00
In Switzerland, mechanics' wages per annum, with meals					81 00
In Bavaria	do	do	do		60 00
In Wurtemberg	do	do	do		60 00
In other parts of Germany	do	do			58 00
Factory laborers per annum, without meals:					
In cotton factories, minimum (children)		$27 00	maximum		162 00
In silk stuff	do	do	42 00	do	162 00
In silk ribbon	do		85 50	do	108 00
In straw	do	do	11 25	do	168 00
In watches, average					150 00
Average factory wages in Germany					56 00

(*b*) *Deposits in savings banks.*

In Switzerland	per head	$4 83
In Prussia, 1853	do	1 07
In Saxony, 1852	do	2 06
In Belgium, 1859	do	83
In Hanover, 1859	do	4 83
In France, 1859	do	1 59
In England, 1859	do	5 59

(*c*) *Consumption per head in this country.*

Meat, 45 pounds; grain, 375 pounds; potatoes, 476 pounds; wine, 10 gallons; sugar, 9 pounds; coffee, 5 pounds; tobacco, 3.6 pounds; cheese, butter, and milk, $7; cotton, $3; silk, $2 90; wool, $4 50; leather, $3 50.

Next to England, average wages and consumption in Europe are the highest in Switzerland, and a number of articles of daily consumption—as milk, cheese, butter, wine—of excellent quality.

The general state of health of the country is of the better description, owing to a good climate, comfort, and temperate habits. Average age, 35.8 years. Births and deaths are rather above the middle average in Europe. In a moral point of view, the proportion of illegitimate to legitimate births, compared with such of some other countries, shows a more satisfactory state. Capital crimes and large thefts are, on the whole, of rarer occurrence here than elsewhere. Sanitary and police measures secure sufficient guarantee; they are to the purpose, and strictly enforced.

MARCH 31, 1861.

Statement of goods, wares, and merchandise exported from this consulate to the United States under authenticated invoices (on consignment) during the quarter ending March 31, 1861.

Articles.	Amount in francs.	Amount in dollars.
Silk ribbons	1,145,017 75	212,973 30
Silk stuff	119,825 60	22,287 56
Watches	66,479 90	12,365 26
Straw wares	21,628 50	4,022 90
Spirits	9,400 00	1,748 40
Jewelry	8,394 75	1,561 42
Tapestry	3,162 20	588 17
Cigars	3,000 00	558 00
Music boxes	1,950 20	362 74
Cheese	1,082 30	201 31
Total	1,379,941 20	256,669 06

JULY 2, 1861.

Statement of goods, wares, and merchandise exported from this consular district to the United States under authenticated invoices during the quarter ending June 30, 1861.

Articles.	Amount in francs.	Amount in dollars.
Silk ribbons	406,240 10	75,560 66
Silk stuffs	108,731 60	20,224 07
Watches	24,625 65	4,580 37
Spirits	3,216 00	598 17
Music boxes	410 50	76 35
Total	543,223 85	101,039 62

NOVEMBER 6, 1861.

Statement of goods, wares, and merchandise exported from this consular district to the United States under authenticated invoices from October 1 *to November* 6, 1861.

	Francs.	Dollars.
Silk ribbons	273,094.75	50,795 62
Spirits	2,268.00	421 84
Total	275,362.75	51,217 46

ZURICH.—G. W. GOUNDIE, *Consul.*

JANUARY 15, 1861.

Enclosed I forward the quarterly statement of amount and quality of goods sent on consignment to the United States during the 4th quarter of 1860, the papers of which passed this office.

Quarter ending December 31, 1860.

	Francs.
Silks	1,944,466
Cottons	451,178
Straw goods	39,665
Cheese	2,002
Total	2,437,311

Total for the year ending December 31, 1860.

Silk goods	8,911,063
Cotton	1,100,102
Straw	78,177
Cheese	16,662
Total	10,106,004

ITALY.

VENICE.—J. J. SPRINGER, *Consul.*

SEPTEMBER 30, 1860.

I have the honor to transmit herewith the annual "Commercial Returns," including the arrivals and departures during the year 1860. * * * *

No city in Europe is regarded with more interest at this time than Venice, nor does there exist another presenting a picture more strikingly sad withal. On every hand, in the midst of neglect and decay, we behold the monuments of her former greatness and grandeur standing as silent monitors, mutely reminding us of what Venice *was*, and what Venice *now is*.

Hundreds of stately palaces rise in majestic proportions from the water, many of them having their court-yards yet filled with statuary defaced and neglected, their halls yet graced by the frescos of old masters, and looking down, as it were, in sorrow upon the vacant tessellated floors; others with their lofty windows boarded up, as if to exclude even the light of day from the forsaken apartments; while others, again, are occupied by, and sometimes crowded with, the poorer families of the city, who are distributed over the vast saloons in groups of poverty-stricken humanity, while all the accompanying filth combines to make this picture of sadness complete. Who can look upon such scenes, and compare the past of this city with the present, without being struck with the magnitude of the change which has taken place since she was one of the proudest maritime cities of the world. Nor is it in neglected and ruined palaces alone that the decay of Venice is presented to the eye. The general stagnation of business, the limited trade, and, above all, the unemployed population, all give evidence of the fact, while the disaffection of the better classes tends to throw every obstacle in the way of improvement, and renders the prospects for the future gloomy in the extreme. Like a smouldering volcano, deep and dangerous, lies this popular discontent, awaiting a proper moment for breaking out in all its fury and violence.

An insurmountable barrier divides the two nationalities, whose tastes differ as widely as their languages; and it is only then, when it cannot be avoided, that they mingle together at all.

The natural consequence is, that confidence is lost; every branch of industry which could bear upon the future prosperity of the place neglected; the laboring classes unemployed; ruin and want staring thousands in the face.

POPULATION.

The total population, including strangers, was, according to the census of October, 1860, 123,103 souls. Deducting strangers from the above, viz: 9,976, we have as actual population a total of 113,127 souls. According to the returns of 1857 (since which time, it must be borne in mind, things have changed greatly for the worse) this population was classified in the following manner:

Classification of 1857.

Clergy	967
Government employés	3,396
Literary and artistic	2,212
Lawyers	972
Medical	436
Manufacture (employés)	5,387
Merchants	2,120
Fishermen	3,934
Agriculture	173
Trades or mechanics	12,432
Commerce	3,356
Servants	4,899
Laborers	6,563
Total	46,847

The city furnished, in 1860, 2,653 recruits for the army.

The population of the entire province, including the city, is estimated at 2,292,159.

MANUFACTURE.

Among the manufacturing establishments of the province of Venice, which embrace cotton, paper, leather, sperm candles, and sugar refineries, the most important is that of *glass beads*, and may be said to be the only branch which is in a flourishing condition at present, and this because it is peculiarly a Venetian article, and consequently does not contend against foreign competition. The capital invested in this branch is estimated at $7,000,000. There are thirty melting furnaces and ninety annealing ovens, employing four thousand persons and producing annually $4,000,000 worth of glass beads, which are sent to every part of the globe, the most important markets being the coast of Africa, India, and America.

MINERALS.

The province is rich in minerals, ores, and metals, but, owing to want of enterprise, comparatively few of these are made available. The mines of Belluno appear alone to be worked with energy, and these yield annually about five hundred centners of copper, besides brimstone and sulphurets of copper and iron. Another mine, in the district of Auronzo, yields lead and zinc, but is worked with a very limited capital, and hence no correct estimate of its productiveness can be made.

The Venetian Mining Company, chartered in 1838 with a capital of $320,000, owns the most extensive mineral lands, but, owing to want of encouragement, is unable to make them profitable. A new effort has lately been made by this company to raise additional means for the proper development of the riches of these lands, with what success remains to be seen. American money, or rather, above all, American enterprise, is needed to secure success and remunerating returns in a matter of this kind; and the latter, more than anything else, seems to be wanting here.

The mountains abound in deposits of coal, (bituminous,) lignites, gypsum, hydraulic chalk, white clay, marble suitable for statuary and said not to be inferior to the Parian marble, and a species of rock from which superior mill and grindstones are prepared. In short, the entire province contains incalculable wealth, yet hidden in the earth and waiting to be made available by the hand of man.

COMMERCE.

In the absence of records on the books of this consulate, I am unable to give either the character or value of the cargoes of American vessels arrived and cleared in 1860.

Imports and exports.

The imports at this port during 1860 were—

	Florins.
From foreign countries	19,500,000
From Austrian ports	29,000,000
Total	48,500,000

The exports during the same year were—

	Florins.
To foreign countries	7,500,000
To Austrian ports	14,000,000
Total	21,500,000

For a complete list of arrivals and departures during the year 1860 see enclosed table No. I. In the number of steamers is included the daily mail line running between this port and Trieste, and also the regular lines running to Liverpool and London, as well as that between this port and Rotterdam.

Cotton is generally brought to this place by the steamers from the former ports, and very little, if any, has been imported direct from America during the past year.

Arrivals and departures of American vessels.

Arrived at this port during the year 1860 six American vessels, of a total tonnage of 3,114 $\frac{53}{95}$ tons.

Cleared during the same period six vessels, of a total tonnage of 3,114 $\frac{53}{95}$ tons.

There has been but one arrival during this year, viz: a bark of 315 $\frac{3}{95}$ tons, with a cargo of rosin, as per my quarterly report of 31st March last.

Cotton statistics.

Since writing out the commercial returns, I have come in possession of the following information:

There are two cotton spinneries in the province of Venice, with a total of 30,000 spindles,

employing 1,550 hands, and producing annually 499,000 cotton twist. Raw cotton consumed, about 2,500 bales, one-fourth of which is American, the other three-fourths Surat. In connexion with one of the spinneries is a dyeing establishment for red and blue knitting yarn, of from two to eight threads in thickness.

There is also one cotton weaving establishment in the province, with 225 power looms, producing about 150,000 pieces of domestic annually.

Statement of the arrivals of Austrian and foreign vessels at the free port of Venice during the year 1860

Description.	AUSTRIAN.				FOREIGN.			
	With cargoes.		In ballast.		With cargoes.		In ballast.	
	No.	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*
Sailing vessels	647	57,033	18	1,863	601	108,656	45	4,709
Coasting vessels	2,241	122,209	32	982	73	1,491	8	236
Steamers	544	113,404	9	1,879	32	23,954	.....	.....
Total	3,432	292,646	59	4,724	706	134,101	53	4,945

Statement of the departures of Austrian and foreign vessels from the free port of Venice during the year 1860.

Description.	AUSTRIAN.				FOREIGN.			
	With cargoes.		In ballast.		With cargoes.		In ballast.	
	No.	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*
Sailing vessels	380	35,077	466	61,155	500	68,062	112	31,452
Coasting vessels	1,033	47,768	1,078	66,404	84	2,698	14	206
Steamers	542	113,663	12	1,777	30	22,718	.....	.....
Total	1,955	196,508	1,556	129,336	614	93,478	126	31,658

GENOA.—W. L. PATTERSON, *Consul.*

SEPTEMBER 10, 1861.

I have the honor to forward herewith to the department the statement of arrivals and departures of American vessels at this consulate for the quarter ending June 30, 1861:

Arrivals of vessels 20
Departures 10
Cotton from the United States, 7,774 bales, valued at $553,835
Tobacco from the United States, 1,278 hogsheads, valued at 305,333

Cotton and tobacco being, with the exception of small quantities of sugar and rosin and a few thousand staves, the only exports by American vessels to this port during the quarter.

SPEZZIA.—WILLIAM T. RICE, *Consul.*

OCTOBER 25, 1861.

I shall leave to a future despatch the details connected with the rising importance of this port; also the termination of the railroad between Spezzia and Pisa, thereby connecting this place by rail with Leghorn, Florence, and the intervening country; the commencement of the royal arsenal, and the intention of the Italian government of making this port a second Toulon;

the progress of the large lead founderies on the eastern side of the Gulf; and the strong forts now in process of construction for the fortification of the mouth of the harbor.

I trust that, when our troubles are at an end, our commercial relations with this place will be increased, and many branches of mutual trade opened between this and our ports.

PALERMO.—HENRY H. BARSTOW, *Consul.*

DECEMBER 31, 1860.

Statement showing the description, quantities, and value of exports from Palermo to the United States in American (United States) and foreign vessels during the quarter ending December 31, 1860.

Description	In United States vessels.	In foreign vessels.	Total.
Sulphur ..... cantars	17,815	12,976	30,791
Sumac ..... bags	15,305	7,560	22,865
Rags ..... bales	460	200	660
Cork wood ..... cantars	370	.....	370
Licorice paste ..... cases	60	130	190
Filberts ..... bags	806	427	1,233
Almonds ..... do	275	1,752	2,027
Do ..... boxes	1,583	248	1,831
Walnuts ..... bags	2,391	697	3,088
Manna ..... cases	59	60	119
Canary seed ..... barrels	600	250	850
Hemp seed ..... bags	150	.....	150
Wine ..... pipes	45	.....	45
Fruit ..... boxes	64,815	45,806	110,621
Maccaroni ..... cases	100	300	400
Pumice stone ..... casks	.....	70	70
Value	$234,960 16	$135,806 00	$370,766 16

Statement showing the description, quantities, and value of exports from Palermo to the United States in American (United States) and foreign vessels, during the quarter ending March 31, 1861.

Description.	In American vessels.	In foreign vessels.	Total value.
Sulphur ..... cantars	26,634	10,256	
Sumac ..... bags	8,130	4,210	
Rags ..... bales	415	570	
Filberts ..... bags	777	275	
Walnuts ..... do	841	225	
Almonds ..... do	432	100	
Do ..... boxes	720	400	
Essences ..... jars	125	.....	
Licorice paste ..... cases	36	.....	$478,321 00
Pumice stone ..... casks	160	.....	
Hemp seed ..... bags	150	100	
Canary seed ..... barrels	101	150	
Do ..... bags	533	150	
Cork ..... do	110	180	
Do ..... cantars	39	.....	
Wine ..... pipes	40	.....	
Fruit ..... boxes	115,398	86,091	

Statement showing the description, quantities, and value of exports from Palermo to the United States in American (United States) and foreign vessels during the quarter ending June 30, 1861.

Description.	In American vessels.	In foreign vessels.	Total value.
Sulphur ..... cantars..	11,310	500	$233,558 00
Sumac ..... bags..	8,588	700	
Rags ..... bales..	12	.....	
Filberts ..... bags..	200	50	
Walnuts ..... do...	95	.....	
Cork ..... do...	247	.....	
Do ..... cantars..	7	.....	
Canary seed ..... barrels..	250	25	
Hemp seed ..... bags..	320	.....	
Maccaroni ..... cases..	340	100	
Essences ..... jars..	46	.....	
Olive oil ..... casks..	100	.....	
Pumice stone ..... bricks..	2,500	.....	
Cauliflower ..... casks..	30	.....	
Almonds ..... boxes..	306	100	
Fruit ..... do...	62,938	22,475	
Wine ..... pipes..	.....	20	

Totals of exports from Palermo to the United States in American vessels for the quarter ending September 30, 1861.

Articles.	Quantities	Articles.	Quantities.
Sulphur ..... cantars..	2,800	Maccaroni ..... cases..	171
Sumac ..... bags...	3,380	Wine ..... pipes..	70
Corks ..... do...	270	Essences ..... jars..	25
Rags ..... bales..	181	Fruit ..... boxes..	9,274
Pumice stone ..... casks..	10	Total value for the quarter	$33,832 00

PONTIFICAL STATES.

ANCONA.—C. A. MAGNANI, *Vice-Consul.*

Return of shipping of all nations at the port of Ancona in 1860,

ENTERED.

Nationality of vessels.	With cargoes.			In ballast.			Total.			Invoice value of cargoes in pounds stl'g.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons	Crews.	
British	18	3,942	232	2	330	22	20	4,272	254	17,820
Dutch	6	879	54	1	138	9	7	1,017	63	9,440
Hanoverian	-------	-------	-------	2	256	21	2	256	21	-------
Norwegian	1	181	15	1	115	8	2	296	23	2,476
Austrian	8	3,172	147	-------	-------	-------	8	3,172	147	16,496
French	1	138	9	1	108	8	2	246	17	3,218
Neapolitan	5	635	43	2	316	25	7	951	68	10,376
Italian	74	13,079	763	4	1,104	58	78	14,183	821	189,907
Swedish	-------	-------	-------	1	205	13	1	205	13	-------
Greek	1	125	10	-------	-------	-------	1	125	10	4,291
Spanish	1	116	9	-------	-------	-------	1	116	9	3,982
Turkish	1	170	12	-------	-------	-------	1	170	12	4,110
Total	116	22,437	1,294	14	2,572	164	130	25,009	1,518	262,116

Return of shipping of all nations at the port of Ancona in 1860—Continued.

CLEARED.

Nationality of vessels.	With cargoes.			In ballast.			Total.			Invoice value of cargoes in pounds stl'g.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British	1	249	16	7	2,879	79	8	3,128	85	9,520
Hanoverian	1	135	8	-------	-------	-------	1	135	8	3,212
Dutch	4	530	35	-------	-------	-------	4	530	35	12,218
Ionian	3	384	29	1	107	8	4	491	37	8,233
Danish	3	396	29	1	109	9	4	705	38	7,146
Austrian	3	1,098	51	4	1,385	67	7	2,483	118	8,046
Neapolitan	4	506	32	1	113	8	5	619	40	9,112
Italian	54	8,618	539	24	3,447	270	78	12,065	809	101,132
Greek	-------	-------	-------	1	125	10	1	125	10	-------
Spanish	-------	-------	-------	1	116	9	1	116	9	-------
Turkish	-------	-------	-------	1	170	12	1	170	12	-------
French	-------	-------	-------	2	246	17	2	246	17	-------
Swedish	1	205	10	-------	-------	-------	1	205	10	2,918
Total	74	12,321	749	43	8,697	471	117	21,018	1,228	161,527

TURKISH DOMINIONS.

BEIRÛT.—J. AUGUSTUS JOHNSON, *Consul.*

MARCH 15, 1861.

* * * I beg, also, to state that a scheme is now on foot among the capitalists in England to introduce the cultivation of cotton in Syria, and that an effort has been made to induce the Anglo-American Relief Committee of Beirût to initiate this enterprise by employing the destitute refugees for that purpose, with the funds sent from England for their relief, under the management of American planters.

Extracts from letters of members of the British Parliament on that subject are herewith enclosed, and which intimate that the British government, and probably the other great powers of Europe, would co-operate for the protection and encouragement of such an enterprise. The committee here have resolved not to entertain the proposition.

Extracts from letters addressed by Sir Culling Eardly and Sir James Ferguson, bart., M.D., the honorary secretaries of the British Syrian Relief Fund, to the Anglo-American and German Relief Committee of Beirût, relative to the cultivation of cotton in Syria by Americans and others.

"LONDON, *February* 22, 1861.

"In regard to the ultimate proceedings, we are to inform you that the Manchester Cotton Supply Association has offered to furnish the committee gratuitously with cotton seed and gins for an experiment of growing cotton. The committee have reason to believe that cotton might be beneficially grown in parts of the plain of Esdraelon, near St. Jean d'Acre. This would fall in with the kind offer by the porte of the use of the government buildings at that place as a shelter for the destitute.

"The committee think that the cultivators and the produce might be protected by their sending to you a few intelligent, able-bodied men from this country or America, who would act at once as managers of the labor and as guards against inroads. The security in this last respect may be best attained by arrangements jointly made by the Turkish government and the five great powers. During the interval between this and the autumn the committee would apply for the necessary sanction of the porte to this plan, as they would wish to act in every respect with the utmost frankness and openness."

Mr. Edmonds, the secretary, in a letter of the same date, says:

"The honorary secretaries and myself have this day despatched a letter recommending the employment of our funds, in so far as you can adopt that course, in the remuneration of labor, more especially with reference to the cultivation of silk and the introduction of the growth of cotton into Syria and the Holy Land. This cotton subject, the desiring a supply of cotton from Syria, is exciting the most earnest attention not only of our committee, but of many other capitalists and influential gentlemen in England; and I have reason to believe that her Majesty's government will afford every facility for the promotion of this object, especially if it is cordially and actively entertained in Syria. I trust it is a grand step in the right direction, and fully believe that the views expressed will meet with your cordial concurrence."

Extract from the reply of the Beirût committee.

"Coming to your second proposal, the cultivation of cotton, there is no want of waste land which might, with great advantage to all concerned, be devoted to the cultivation of this article of primary necessity to England; but the reasons already adduced will suffice to show you that

any such scheme could not be undertaken by the committee in their collective capacity, for the great majority of the most active members, while they have cheerfully sacrificed their own employments to a great and urgent work of charity, would absolutely refuse to connect themselves with a new undertaking of a different character, and which must extend over an indefinite time and involve unforeseen consequences, and for which there is not, in their opinion, the same imperative necessity. But you may say, in conclusion, if there were peace and security for enterprise, there would be no difficulty, without any extraordinary aid, in finding profitable employment for all, and for more than all, the present population of Syria.

"We have, &c., &c.,
"J. AUGUSTUS JOHNSON,
"JAMES BLACK,
"SMYLIE ROBSON."

APRIL 24, 1861.

I have the honor to submit herewith a commercial and industrial report of Aleppo, the first I have been able to obtain after much diligent inquiry and investigation.

The difficulties of obtaining an accurate commercial report of a Turkish city can hardly be ever estimated, owing to the absence of governmental records and the jealousies of merchants engaged in trade. These difficulties have been greatly augmented during the disturbances in Syria, and I have found it impossible to obtain reliable materials for a report of the commerce and industry for Beirût and other seaport towns for the year 1860.

Want of confidence and insecurity still prevail, and the natives and foreign merchants of Syria hesitate to enter upon any commercial enterprises before the establishment of a government.

Table of the imports and exports of Aleppo during the year 1860.

IMPORTATION.

Merchandise.	Colas.	Price.	Quality and weight.	Value.	Total
ENGLAND.		*Piasters.*		*Piasters.*	
Alum	106	250	The barrel of 80 okes	26,500	
Logwood	30	400	The cargo of 100 okes	12,000	
Coffee	170	700	The bag of 56 okes	119,000	
Calico	8,948	3,100	The bale of 50 pieces	27,738,800	
Canvas	112	3,000	The bale of 15 pieces	336,000	
Woollen shawls	45	6,000	The bale of 36 pieces	270,000	
Cochineal	30	7,500	The box of 100 okes	225,000	
Corcoma	125	160	The bag of 40 okes	20,000	
Spun cottons	6,658	2,600	The bale of 35 packages	17,310,800	
Spun cottons, colored	380	7,000	------do--------do	2,660,000	
Copper	338	2,250	The box of 100 okes	760,500	
Pewter	30	2,200	The barrel of 80 okes	66,000	
Tin	400	240	The case of 200 squares	96,000	
Iron, in bars	455	450	The cargo of 100 okes	204,750	
Giamdana	22	3,750	The bale of 200 dozen	82,500	
Giamdana, squared	136	6,700	The bale of 100 dozen	911,200	
Giamdana, lapely	84	4,400	The bale of 200 dozen	369,600	
Shot	65	440	The couffe of 80 okes	28,600	
Indiennes	996	5,500	The bale of 100 pieces	5,478,000	
Indiennes, of five colors	60	7,000	------do--------do	420,000	
Indiennes, in remnants	940	5,000	------do--------do	4,700,000	

Table of the imports and exports of Aleppo during the year 1860—Continued.

IMPORTATION.

Merchandise.	Colas.	Price.	Quality and weight.	Value.	Total.
		Piasters		*Piasters.*	
Indiennes, in furniture	45	7,000	The bale of 85 pieces	315,000	
Madapolam	568	2,800	The bale of 40 pieces	1,590,400	
Do	202	2,400	---do---do	484,800	
Madapolam, tunt	170	2,650	---do---do	450,500	
Vermilion	12	600	The barrel of 100 okes	7,200	
Colored handkerchiefs	40	3,700	The bale of 250 dozen	148,000	
Red handkerchiefs	20	8,000	The bale of 500 dozen	160,000	
Pimento and pepper	150	360	The bag of 40 okes	54,000	
Plagues en fer, (sagiat)	180	500	The cargo of 100 okes	90,000	
Pig lead	240	250	The pig of 50 okes	60,000	
Saltpetre	128	800	The barrel of 80 okes	96,000	
Shawls, (fannarech)	292	2,500	The bale of 300 shawls	730,000	
Sal ammoniac	70	950	The barrel of 100 okes	66,500	
Spenati	20	2,560	The bale of 80 pieces	51,200	
Powdered sugar	470	800	The barrel of 100 okes	376,000	
Loaf sugar	120	800	The case of 100 okes	96,000	
Tanjibs	765	3,500	The bale of 100 pieces	2,667,500	
Vitriol	400	200	The barrel of 100 okes	80,000	
Cotton velvet	22	3,600	The bale of 30 pieces	79,200	
					68,776 350
FRANCE.					
Alum	52	250	The barrel of 80 okes	13,000	
Fire-arms	90	1,500	The case	135,000	
Logwood	25	400	The cargo of 100 okes	10,000	
Bois de Ste. Marthe	148	200	---do---do	29,600	
Coffee	520	700	The bag of 56 okes	364,000	
Cinnamon	20	400	The case of 20 okes	8,000	
Cochineal	99	7,500	The case of 100 okes	742,500	
Corcoma	45	160	The bag of 40 okes	7,200	
Copper	113	2,250	The case of 100 okes	254,250	
Cloths, (Elbœuf)	35	13,700	The bale of 16 pieces	479,500	
Cloths, Thibet, &c., &c	106	11,000	The bale of 20 pieces	1,166,000	
Eau de Raye	35	400	The demijohn of 40 okes	14,000	
Pewter	15	2,200	The barrel of 80 okes	33,000	
Gold and silver stuffs	2	12,000	The bale	24,000	
Ginger	75	240	The bag of 40 okes	18,000	
Cloves	6	280	The barrel of 40 okes	1,680	
Shot	192	440	The couffe of 80 okes	84,480	
Latten	9	7,000	The case of 250 dozen	63,000	
Vermilion	36	600	The barrel of 100 okes	216,000	
Paper	664	1,200	The box of 40 reams	796,800	
Blotting paper	400	250	The bale of 24 reams	100,000	
Pimento and pepper	448	360	The bag of 40 okes	161,280	
Pig lead	246	250	The pig of 50 okes	61,500	
Iron-ware	110	2,000	The case	220,000	
Saltpetre	30	800	The barrel of 80 okes	24,000	
Sarsaparilla	12	500	The packet of 10 okes	6,000	
Sal ammoniac	78	950	The barrel of 10 okes	74,100	
Sulphur	130	280	The case of 80 okes	36,400	
Shoes	20	2,500	---do---do	50,000	

Table of the imports and exports of Aleppo during the year 1860—Continued.

Merchandise.	Colas.	Price.	Quality and weight.	Value.	Total.
		Piasters.		*Piasters.*	
Powdered sugar	488	800	The barrel of 100 okes	390,400	
Loaf sugar	355	800	The case of 100 okes	284,000	
Taffetas	18	16,000	The case	238,000	
Vitriol	100	200	The barrel of 100 okes	20,000	
Vitriol, blue	75	900	——do——do——	67,500	
					6,243,190
INDIA, WAY OF SUEZ.					
Indigo	325	15,000	The case of 120 okes	4,875,000	
					4,875,000
SWITZERLAND.					
Dimicaton	167	4,000	The case of 60 pieces	668,000	
Watches	2	2,500	——do——do——	5,000	
Handkerchiefs	240	5,220	The case of 24 packets	1,252,800	
					1,925,800
TRIESTE.					
Steel	377	300	The case of 55 okes	113,100	
Woollen shawls	20	6,000	The bale of 36 pieces	120,000	
Cloth	30	5,500	——do——do——	165,000	
Machaála Teezs	53	4,500	The case of 100 dozen	238,500	
Latten	3	7,000	The case of 250 dozen	21,000	
Lime	72	1,500	The case of 120 packets	108,000	
					765,600
TURKISH PORTS.					
Mejidie Teezs	48	5,000	The case of 100 dozen	240,000	
Panes of glass	600	125	The case	75,000	
					315,000
LEGHORN.					
Amber	10	10,000	The box of 100 okes	100,000	
Coral	3	15,000	——do——do——	45,000	
Silk velvet	3	12,000	The bale of 5 pieces	36,000	
					181,000
GENOA.					
Coral	9	15,000	The box	135,000	
					135,000
Total	29,263				83,216,940

EXPORTATION.

Merchandise.	Place of export.	Colas.	Price.	Quality and weight.	Value.	Total.
FRANCE.			*Piasters.*		*Piasters.*	
Galbanum	Bagdad	130	900	The bale of 60 okes	117,000	
Galls	Mesopotamia	3,500	1,250	The bale of 90 okes	4,375,000	
Graine janne	Aintab and Maraach	500	400	The bale of 100 okes.	200,000	
Wools	Mosoul	5,000	1,150	----do-----do----	5,750,000	
Wools	Bagdad	3,000	1,350	----do-----do----	4,050,000	
Wools	Diarbekir Juerdine	3,000	1,100	----do-----do----	3,300,000	
Wools	Environs of Aleppo	5,000	650	----do-----do----	3,250,000	
Scammony	------do	250	300	The box of 100 okes	75,000	
Persian silk	Persia, way of Bagdad	100	13,000	The box of 60 okes	1,300,000	
						22,417,000
ENGLAND.						
Alizaris	Environs of Damascus	900	350	The bale of 90 okes	315,000	
Galls	Mesopotamia	6,500	1,250	----do-----do----	8,125,000	
Scammony	Environs of Aleppo	350	300	The case of 100 okes.	105,000	
						8,545,000
LEGHORN.						
Galbanum	Bagdad	100	900	The bale of 60 okes	90,000	
Persian silk	Persia, way of Bagdad	120	13,000	----do-----do----	1,560,000	
						1,650,000
		28,450				32,612,000

Manufactures of the country.

Merchandise.	Quality.	Trades.	Pieces.	Price.
Coutin	Silk and cotton	750	122,500	From 50 to 75 piasters per piece.
Aladja	------do	1,500	300,000	From 20 to 100 piasters per piece.
Tehitan	------do	2,000	700,000	From 15 to 220 piasters per piece.
Gazlie	Cotton	1,500	900,000	From 10 to 25 piasters per piece.
Zennaar, (sashes)	Silk and cotton	250	87,500	From 20 to 200 piasters per piece.
Toutha, (tabliers)	Cotton, silk, and cotton	150	150,000	From 5 to 35 piasters per piece.
Matahef, (veils)	Cotton	150	75,000	From 15 to 30 piasters per piece.
Bouchi	Silk and gold, silk and cotton	150	75,000	From 5 to 150 piasters per piece.
Savagi	Silk, gold, and cotton	100	5,000	From 150 to 600 piasters per piece.
Johma	------do	75	7,500	From 60 to 110 piasters per piece.
Geufas, (taffetas)	Silk and gold	75	7,500	From 150 to 300 piasters per piece.
		6,700	2,430,000	

Price of transport.

From Aleppo to Alexandretta	90	piasters	the quintal,	of 200 okes.
From Aleppo to Damascus	160	"	"	"
From Aleppo to Diarbekir	150	"	"	"
From Aleppo to Mosoul	200	"	"	" (8 caravans each year.)
From Aleppo to Bagdad	300	"	"	" (8 caravans each year.)

Population.

	Male sex.	Female sex.	Total.
Mussulmans	22,864	68,592	91,456
Christians	7,765	24,295	32,060
Jews	1,922	5,766	7,688
	32,551	98,653	131,204

COTTON.

This article is advantageously cultivated in several villages of Aleppo, such as Aintab, Killez, Idlep, Maartmizrin, the villages of Halaca, &c. The exact quantity cultivated is not known, as this article is mostly sent direct to Alexandretta and Latikia, from whence it is exported to France and England, paying custom-house duty; but sometimes, as was the case last year, the whole is consumed in the empire itself free of duty. It is generally believed that when the harvest is abundant it produces from 2,500 to 3,000 bundles, the quintal of 200 okes, the mean price being 1,250 piasters per quintal. The culture of this article in Syria continues to prosper, and in course of time may become an article of great importance.

APRIL 24, 1861.

I have the honor to inform you that an English fleet of two ships-of-the-line and two frigates, under the command of Admiral Mandy, has arrived at Beirût for the protection of the Syrian coast.

A few days later a Turkish fleet of five steamers, under the command of Admiral Mustapha Pasha, arrived with several regiments of Turkish cavalry and infantry. One Russian and several French ships-of-war are also upon the coast.

It is reported that the French occupation of Syria will cease on the 5th of June next, as agreed by the convention at Paris.

This intelligence has created a panic among the Christian residents, and efforts have been made by the native and foreign residents to induce the five powers to extend the term of the foreign occupation.

I herewith annex the translation of an address signed by the European merchants and mechanics of Beirût and Mount Lebanon, addressed to the commissioners of the five powers upon that subject.

[Translation]

An address signed unanimously by the merchants and mechanics of England, Austria, France, Greece, Italy, Prussia, Russia, Switzerland, &c., resident in Beirût, to the commissioners of the five powers for the affairs of Syria.

The undersigned, merchants and mechanics, of every nationality, residing in Beirût and in the Lebanon, feel the necessity of expressing to the five powers their lively sentiments of gratitude, of rendering homage to the wisdom and great prudence which has induced them to send to Syria the naval forces and a corps d'armée, to whose presence the country owes the security which it has enjoyed until now. Yielding to their sympathy for the unfortunate Christian population so cruelly persecuted, they believe themselves performing a duty in humbly stating that while the intervention of Europe has procured a momentary security in arresting the massacres, no satisfactory measure has yet been taken to efface their traces and prevent their return.

Ten months have passed since these deplorable events, and until now the unhappy sufferers have only received illusory promises of indemnity. The greatest number of the criminals still await that punishment which justice requires and public opinion demands. The question of reorganization, an absolute condition of a better future, has not been met even in theory.

They cannot, then, hide from themselves that the situation of Syria is more critical to-day than it was the day before the events referred to—a period to which they had, at least, been morally sustained by the prestige of the intervention of Europe, and the probable consequences which would result therefrom.

The interests of commerce being intimately connected with the re-establishment of order, the undersigned believe that no argument is required to show that the absence of real security, the anxiety which fills every mind, the misery, the distress of the population, the delay attendant upon the regulation of the indemnity due to the Christians and to foreign subjects, have, for a long time, arrested the course of affairs, and caused to European industry and commerce—essential elements of the general prosperity of the country—so great an injury that their future is gravely compromised.

The actual state of things in Syria seems, then, to call more seriously than ever all the solicitude of the powers, and demands a continuation of action on their part and a unanimity of effort prompt and energetic, which alone can prevent the complete ruin of the country.

We, the undersigned, beg now the commissioners to have the goodness to bring this address to the knowlege of the respective governments, and to accept the assurance of the profound respect with which they have the honor to be their very humble and obedient servants.

SEPTEMBER 30, 1861.

* * * I have the honor to submit herewith the commercial report of this consulate for the preceding year, a period without a parallel in the history of modern Syria, and marked with bloody massacres and devastating internecine wars. The years 1861 and 1862 must therefore be regarded as exceptional in the record of the commercial progress of Syria.

Enclosed please find a tabular statement of the commerce of Beirût for 1860.

The telegraph from Beirût to Damascus is now in daily operation; and the carriage road will, it is believed, be complete in a few months and give a great impetus as well as increase to the commerce of the country.

Two caravans formerly left Damascus every year for Bagdad, across the desert. These caravans, which carried European products and those of Damascus, brought back the dervises of India and Arabia. They have ceased, however, since 1857, when they were robbed. The loss was estimated at more than one hundred million of francs. The passage of the caravan to Mecca gives an impetus to commerce, but this has decreased, the rout by steamer to Egypt and the Red sea being preferred by pilgrims as the more rapid and secure.

Beirût produces highly esteemed silks, oil, tobacco, and dried fruits, wool, and grains. Silk is the principal article of export.

The general commerce of Beirût was progressing previous to the recent civil war. With England it has been as follows:

Years.	Vessels.	Tons.	Imports.	Exports.	Totals.
			Francs.	*Francs.*	*Francs.*
1854	57	15,392	6,517,900	745,825	7,263,725
1855	113	39,132	11,389,650	2,413,350	13,794,000
1856	92	35,003	12,986,650	1,069,125	14,055,775
1857	66	26,381	6,911,800	1,672,800	8,584,600
1858	73	30,837	10,468,750	782,450	11,251,200

In 1857 the imports and exports united amounted to 57,698,700 francs.

Sidon, Tyre, St. Jean d' Acre, and Caipha.—These cities on the sea-coast, have an inconsiderable commerce; when European harvests are insufficient they export cereals. The ports are bad, and vessels remain with difficulty.

Aleppo.—The Euphrates is the most considerable river in the province of Aleppo. It is, like the Nile, subject to periodical overflows, caused by the melting of the snows on the mountains of Armenia, where it finds its source; it is at its lowest point in the months of November and December. The current of water augments gradually to the month of March, and gives at the end of May a depth of twenty feet, when it begins to fall. During the winter months navigation is possible. The river Orontes runs from the Lebanon range, and after having watered the countries to the east of this chain of mountains runs west, then southwest, passing Antioch. From this city it is navigable for small vessels to Seluvia, where it enters the sea. The Cydnus and the Pyrame have their sources in the Taurus, and are not navigable. The climate of this province varies according to the localities. Fevers reign during summer and autumn along the coast, and at Alexandretta and Mersone they are of a pernicious character. The city of Aleppo has been very flourishing since the eighteenth century, when it had 300,000 inhabitants. It is now declining in importance; the exigencies of the Ottoman government and the increase of navigation to India by the Cape of Good Hope have greatly lessened its influence and commerce. It has been a very rich manufacturing city, but its fabrics have in part disappeared, owing to English competition.

The principal cities of the Pachalik are Aintab, Kellés, Antioch, Idlib, Sisrs, Shogh, and Alexandretta, its seaport.

The agricultural products of the province are, annually, at least—

	Hectolitres.
Wheat	581,500
Barley	203,525
Millet	116,300
Sesame	290,750
Wools	2,031,880
Cotton	406,376
Oil	253,985
Tobacco	152,391
Pistacho nuts	507,970

The exportation of wheat follows the wants of Europe: that of the sesame is regular and increasing. This article, introduced in 1845, has prospered and increased notwithstanding the distance of the banks of the Euphrates, where it is cultivated, and the great expense of transportation. Cotton is cultivated at Idlib and Kellés; the quality, though inferior, could be improved with care. The amount cultivated is now one-third of the quantity raised twenty years ago. Aleppo was formerly the second city of the Ottoman empire; and was one of the entrepôts of the commerce of India. Its ancient position has fixed the attention of English speculators, who believe the restoration of its former prosperity possible. They have proposed to the government to establish a railroad running the length of the valley of the Euphrates. The Ottoman government listened favorably to this proposition. The projectors of the road believe it will absorb the actual commerce of the ports of the Mediterranean and of the Black sea with India. The transportation of coffee, indigo, pepper, sugar, and tea, have been stated, in their annual valuation, at 123,000 tons.

The commerce of Persia which passes by Trebizond would give them 107,000 tons. Of the trade of Bagdad at Bassorah (which is 40,000 tons) they would expect 30,000 tons to be moved by railroad rather than water transportation. They have estimated 170,000 tons of grain from Babylon would be carried by them to the sea, and that they would have 300,000 passengers. They calculate by this estimate to produce at once £3,084,000 sterling, with a good prospect of promptly redoubling the receipts; and they contend that the capital engaged should receive at least twenty per cent. A firman for this road was accorded in 1857. It is estimated that foreign products sent to Aleppo reach at least annually to 30,000,000 francs, of

which England furnishes half, in cottons and manufactures. France comes next, selling two-sixths in sugar, coffee, fez caps, and silks. Marseilles is the only French city in connexion with Aleppo; Italy, Switzerland, and Germany furnishing the remaining one-sixth.

Aleppo sends to Europe gall-nuts of Mesopotamia, sesame, cottons, wools, grains. Nearly all the products of Aleppo are sent to Marseilles. Alexandretta, the port of transit of all the commerce of Aleppo, is visited by French steamers and those of Lloyd's Austrian. The transport of merchandise between Alexandretta and Aleppo costs from seventy-five to eighty francs per ton. There is no carriage road between the two places. The harbor of Alexandretta is the only one on the coast of Syria which offers a complete shelter. The bay is twenty-four miles wide, and is capable of containing the largest fleets without danger in all seasons. This port, from whence are exported the products of the north of Syria, Mesopotamia, and Kurdistan, and the only one which offers a refuge to navigation, is the one most neglected in the whole empire. The town contains 200 houses and 1,000 people of all nations, but principally Greeks and Armenians. The environs are very fertile, and perfectly adapted to the cultivation of cotton, wheat, rice, corn, sesame, and indigo.

The commercial movement of this port has been as follows:

Imports from England for	1855	11,117,225 francs.
" "	1856	7,503,250 "
" "	1857	5,156,700 "
Exports for all countries for	1855	20,606,250 "
" "	1856	8,082,850 "
" "	1857	9,199,400 "
Coast trade for	1855	5,143,750 "
"	1856	3,375,000 "
"	1857	1,950,000 "

Latakia.—This district is agricultural, and the very rich soil furnishes much grain for exportation. The principal product of the mountainous part is tobacco; on the plain, wheat, millet, corn, sesame, silk, olive oil, figs, &c. The olive oil is partly employed there for the manufacture of soap, which is of an inferior quality. The population is employed in the sponge fisheries. A small fleet of vessels, of fifteen to twenty tons, is always employed in this difficult but lucrative search. The old port is closed and filled with ruins, and large vessels cannot remain in the open roadstead. Latakia is visited, therefore, only by vessels of the country of fifty to one hundred tons. The Russian and French steamers touch there in good weather.

Tripoli.—The territory of this district extends between the chain of the Lebanon and the Mediterranean. The soil is very fertile and well watered, but is very slightly cultivated. This city is situated on the river Kadisha. The port is about one mile distant. The road is exposed to the northwest wind, which blows but rarely. It would be easy to create a fine harbor for Tripoli, the cost of which has been estimated at 500,000 francs. When railroads shall be constructed in Syria, the port of Tripoli will offer great advantages to the trade of a part of Asia Minor. It is now regularly visited by French and Russian steamers and by Arab vessels. These always find cargoes of silk, oil, fruit, sponges, wool, tobacco. England imports the manufactures; France, sugar, coffee, and cochineal. The exports of Tripoli go principally to Ottoman ports and Egypt.

In 1857 the commercial movement was—

	Francs.
Imports	2,582,400
Exports	4,074,000
Total	6,656,400

Imports for the port of Beirût in the year 1860.

Articles.	From England.		From France.		In Austrian vessels.		From U. S. of America.	
	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.
		Piasters.		*Piasters.*		*Piasters.*		*Piasters.*
Ale ----------barrels--	890	1,600	25	7,500	-------	----------	-------	----------
Abbo (cotton and wool stuff)	-------	----------	-------	----------	-------	1,858,800	-------	----------
Alum ----------barrels--	485	97,000	-------	----------	-------	----------	-------	----------
Bagging ---- ------bales--	16	64,000	398	----------	-------	----------	-------	----------
°Coffee----------bags--	169	84,500	-------	246,000	-------	348,300	-------	----------
Carpets ----------	-------	----------	-------	----------	-------	82,200	-------	----------
Cassia ----------boxes--	30	24,000	-------	----------	-------	----------	-------	----------
Copper in sheets-----do---	199	597,000	-------	----------	-------	456,800	-------	----------
†Coal ----------tons--	9,011	2,703,300	-------	----------	1,241	238,270	-------	400,000
Drugs and medicines ------	-------	----------	-------	240,000	-------	362,800	-------	----------
Cochineal ------packages--	-------	----------	30	360,000	-------	66,000	-------	----------
Earthenware ------crates--	163	97,800	-------	----------	-------	50,760	-------	----------
Figs ----------boxes--	-------	----------	27	150,000	-------	556,000	-------	----------
Fruits----------do---	-------	----------	-------	----------	-------	744,500	-------	----------
Glassware ----------do---	9	9,000	-------	----------	-------	1,185,600	-------	----------
Hardware - --------do---	669	2,676,000	-------	127,500	-------	340,300	-------	----------
Hides and leather ---do---	-------	----------	140	111,000	-------	516,000	-------	----------
Indigo ----------do---	8	44,000	28	386,000	-------	1,776,000	-------	----------
Iron and steel ------tons--	270	369,680	-------	----------	-------	409,200	-------	----------
Lead ore and red lead-pkgs-	54	15,700	-------	----------	-------	----------	-------	----------
Lumber and timber --feet--	-------	----------	-------	----------	-------	600,750	178,000	190,000
Manufactured cotton-bales-	5,745	34,470,000	1,250	2,544,000	-------	5,716,800	-------	----------
Do------wool---do --	-------	----------	15	144,800	-------	4,977,600	-------	----------
Machinery -----packages--	28	60,000	1,330	532,000	-------	----------	-------	----------
Paper----------do----	-------	----------	50	72,000	-------	----------	-------	----------
Pepper ----------bags--	464	116,000	-------	----------	-------	----------	200	73,000
Paints----------kegs--	78	4,680	-------	----------	-------	----------	-------	----------
Oil and butter----------	-------	----------	-------	----------	-------	55,900	-------	----------
Rice ----------baskets--	362	725,800	-------	421,500	-------	3,346,000	-------	----------
Silks----------	-------	----------	-------	360,000	-------	----------	-------	----------
Sal ammoniac----barrels--	45	14,400	-------	----------	-------	----------	-------	----------
Saltpetre ----------do----	149	89,400	-------	----------	-------	----------	-------	----------
Sugar----------do----	228	159,600	400	525,000	-------	----------	-------	----------
Sweetened spirits--------	-------	----------	-------	89,000	-------	245,880	-------	----------
Tin in bars-------barrels--	173	311,400	-------	----------	-------	52,800	-------	----------
Tobacco and tinbac-------	-------	----------	-------	----------	-------	934,200	-------	----------
Tin plates---------boxes--	645	116,100	-------	----------	-------	----------	-------	----------
Wearing apparel ----------	-------	----------	-------	----------	-------	220,080	-------	----------
Various articles--packages-	246	508,000	596	1,374,000	-------	1,235,260	192	129,000
Total----------	-------	43,295,960	-------	7,690,300	-------	25,956,800	-------	792,000

Total of totals 77,735,060 piasters = $3,109,402 40.

° In Arabian vessels.

† And five cargoes in Greek ships.

Returns of exports at the port of Beirût in the year 1860.

Articles.	Quantity.	Value.	Remarks.
		Piasters.	
Bones ---- cantars --	480	36,000	For England.
Cotton ---- do ----	135	162,000	In Austrian vessels.
Cochineal ----	----------	870,600	Do. do.
Madder ---- okes --	32,263	2,100,315	For England and France.
Silk ----	----------	32,646,000	For England, France, and Austria.
Do. waste ---- okes --	1,037	25,925	For England.
Do ---- do ---	26,600	625,000	For France.
Do. cocoons ---- do ---	24,000	625,000	Do.
Fruits ---- do ---	3,700	18,500	For England.
Do ---- do ---	15,000	125,000	For France.
Do ---- do ---	----------	1,374,600	For Austria.
Tobacco and tinbac ---- do ---	4,000	80,000	For England.
Do ---- do ---- do ---	4,000	75,000	For France.
Do ---- do ---- do ---	----------	987,000	For Austria.
Wool ---- do ---	5,000	25,000	For England.
Do ---- do ---	165,000	1,321,000	For Austria.
Do ---- do ---	320,000	2,832,000	For United States of America.
Manufactured silk and cotton ---- do ---	----------	12,952,800	In Austrian vessels.
Do ---- cotton ---- do ---	----------	8,510,880	Do. do.
Do ---- do ---- do ---	----------	8,393,000	For France.
Do ---- wool ---- do ---	----------	1,006,200	In Austrian vessels.
Oil and soap ---- do ---	15,500	95,000	For France.
Do ---- do ---	----------	463,800	In Austrian vessels.
Sesame seed ---- do ---	165,000	33,000	For England.
Drugs and medicines ----	----------	257,400	For France and Austria.
Do ---- do ----	----------	15,000	For England.
Indigo ----	----------	90,000	For France and Austria.
Hides and leather ----	----------	408,960	Do. do.
Do ---- do ----	----------	880,000	For England.
Iron and steel ----	----------	190,680	For France and Austria.
Glassware and earthenware ----	----------	139,320	Do. do.
Eatables, &c ----	----------	376,236	Do. do.
Wax ---- okes --	2,800	75,600	Do. do.
Wine and spirits ----	----------	24,450	For England.
Sponges ---- okes --	10,000	1,500,000	Do.
Sundries ---- packages --	----------	1,341,900	For France and Austria.
Do ---- do ---	789	1,578,000	For England.
Total ----	----------	82,261,166	= $3,290,446 64.

Returns of vessels at the port of Beirût in the year 1860.

Nations.	ENTERED.		CLEARED.	
	Number.	Tons.	Numb r.	Tons.
British	63	31,761	2	300
Ottoman	2,482	70,437	800	15,000
French	101	53,372	68	40,800
Austrian	79	30,318	55	24,344
Russian, (steamers)	25	15,000	25	15,000
United States of America	2	638	3	1,038
Sardinian	5	963	----------	----------
Greek	21	2,816	----------	----------
Total	2,778	225,305	953	96,482

SMYRNA.—JULIUS BURY, *Consul.*

NOVEMBER 12, 1861.

* * * I am glad to see by the latest account from Turkey, which reached this port to-day, that the statement which I had the honor to submit to you some time ago, in regard to the fair prospect of securing cotton supplies from that part of the world, is fully corroborated by their direct information. * * *

CANDIA.—A. CANFIELD, *Consul.*

DECEMBER 31, 1860.

In making this my quarterly report, I have the honor to inform you that during the quarter ending December 31, 1860, inclusive, no American vessels or citizens have visited my consular district.

There are no persons under the protection of this consulate other than the families of my two dragomen, as heretofore reported.

* * * Trade is dull, as the olive oil crop, which is its basis, has wholly failed this year.

LARNICA, CYPRUS.—J. JUDSON BARCLAY, *Consul.*

MAY 20, 1861.

In forwarding my annual report of the trade, importation, and exportation of this port, I have the honor to inform you that for the first time American articles have been introduced into this market, large quantities of plank and furniture having been sold here during the past year. Terra umbra is the only article exported from this island to the United States, several shipments of which have been made during the past year.

France and Austria monopolize to a great extent the trade of this island, as will be seen by the returns.

I beg to state that it is impossible for me to furnish an *exact* return of the importation and exportation of the Turkish coasting vessels at this port without employing a person, at a heavy expense, to take an account of the goods brought and sent by them on their arrival and departure, as there is no party at Larnica who keeps a copy of the manifests of these vessels, and the Turkish custom-house authorities will not permit an inspection of their books.

I have in course of preparation a general report of the island and its resources, mineral, agricultural, and commercial, which I trust soon to complete and forward to the department.

Imports at the port of Larnica for the year ending December 31, 1860.

Articles.	Weights and measures of island.	America.		England.		France.		Austria.		Turkey.		Greece.		Sardinia.		Quantities.		Values.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Measure of island.	Measure of England.	Money of island.	Money of England.
																		Piasters.	*£ sterling.*
Rice	Oke †			1,600	4,800	2,300	6,550	2,000	6,000	200,000	750,000	14,300	42,900			220,200	5,534*	810,250	6,136
Sugar	do			16,370	119,655	120	840	8,630	64,725							24,120	628*	185,220	1,397
Coffee	do			14,505	154,000	900	9,900	1,715	18,150							17,120	428*	182,050	1,368
Oil	do																		
Leather	do			7,270	203,250			1,530	38,250	38,360	931,000					47,160	1,178*	1,172,500	8,726
Shot	do			6,990	30,610							900	22,500			7,890	198*	53,110	400
Powder	do																		
Iron	do					24,000	96,000	20,850	83,825							44,850	1,121*	190,450	1,440
Steel	do							19,500	77,500							19,500	488*	77,500	587
Copper	do							14,065	389,425							14,065	352*	379,425	2,868
Cotton cloth	Bales			1	5,000					483	1,710,000					484	484	1,715,000	12,712
Cloth	do					5	15,000			11	22,200					16	16	48,000	359
Paper	Reams					300	6,000	1,040	29,200	500	10,000					1,840	1,840	45,200	338
Furniture and planks	Pieces	2,000	75,000			364	7,280	200	2,000	20,250	40,500					22,814	22,814	1,241,780	887
Manufactured iron	Case							73	29,200	24	9,600					96	97	38,800	293
Glass	do							199	139,300	107	50,900					306	306	190,200	1,433
Hardware	do					2	21,000		8,450	50	153,000							105,250	789
Soap	Oke									40,000	200,000					40,000	500*	200,000	1,575
Machinery	do				109,600				13,200									122,800	924
Sundries	do								43,875									43,875	325
Tiles	Pieces					20,000	3,200									20,000	20,000	3,200	24
Tobacco	Bales									353	229,450					353	353	229,450	1,700
Cotton thread	do									61	183,000					61	61	183,000	1,356
Clothes	do									241	482,000					241	241	482,000	3,570
Pepper and spices	Oke					2,290	26,550									2,295	57*	26,500	196

No imports from Russia.

* Cwt. or English hundred weight.

† * An oke is equal to 2.813499 pounds.

Exports from the port of Larnica for the year ending December 31, 1861.

Articles.	Weights and measures of island.	England.		France.		Russia.		Austria.		Turkey.		Greece.		Sardinia.		Total quantity.		Total value.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Measure of island.	Measure of England.	Money of island.	Money of England.
																		Piasters.	*£ sterling.*
Wheat	Kilos									48,401	1,460,030					48,401	8,050*	1,460,030	10,837
Barley	do									140,810	2,203,770					140,810	16,320*	2,203,770	16,379
Locust beans	Cantars	4,654	395,590	1,004	97,340	4,600	425,500	1,909	181,000					2,462	216,560	14,629	65,831†	1,415,890	9,830
Madder roots	Oke	44,310	221,560	126,130	630,650			30,700	153,500	10,880	54,400			4,300	21,500	216,322	5,408†	1,081,610	9,091
Cotton	do			271,490	1,858,430			49,000	280,000	5,500	36,900			32,000	224,000	348,990	8,725†	2,399,330	18,133
Silk	do			2,520	397,200			5,880	940,800							8,400	1,960†	238,000	9,929
Linseed	do	1,503	3,500	95,580	150,570											97,083	2,426†	153,070	1,142
Wool	do			80,040	523,680											80,040	2,001†	523,680	3,898
Sesame	do			161,820	464,470											161,820	4,045†	464,470	3,479
Fruit	do			8,040	12,060			7,500	19,300	63,720	95,580					80,860	2,021†	136,590	1,016
Terra umbra	Cantars	90	1,530	552	10,290									400	8,000	1,040	4,689†	19,820	149
Skins	Pieces			8,600	31,400			5,165	12,910	3,000	7,500					68,575		685,750	300
Raki, (whiskey)	Oke									12,500	62,500					12,500	4,733‡	62,500	470
Black wine	do	450	675	720	1,080			45,000	66,000	96,320	144,480					142,490	55,860‡	212,235	1,603
Salt	do									80,000	160,000					800,000	20,000‖	160,000	1,212
Cocoons	do			3,210	96,300											3,210	80†	96,300	713
Cotton clothes	Bales									31	465,000					31	31	465,000	345

* Quarters. † Cwt. ‡ Gallons. ‖ Tons.

JAPAN.

HAKODADI.—W. R. PITTS, *Acting Vice Commercial Agent.*

DECEMBER 31, 1860.

* * * The business of this port is steadily increasing. During the past twelve months the total arrivals of American vessels have been—

Whalemen	24
Merchantmen	9
Ships of other nations, viz:	
Russian whalemen	2
Russian men-of-war	7
Dutch merchantmen	2
Dutch men-of-war	1
English merchantmen	13
English men-of-war	8
Total arrivals for 1860	66

Our imports are chiefly for Chinese consumption, and consist of sea-weeds, salt and smoked fish, fish-oil, biche-de-mar, lumber, peas and beans, potatoes, and a small quantity of tin and copper. About 1,000 peculs of tea was shipped to China during the year, and a small shipment of it will probably be made to San Francisco, as an experiment, per schooner "E. E. Foote," now lying in port.

The trade of this port has suffered much since July last, in consequence of the ruinous depreciation of the *Mexican dollar*. Its true value by weight is 5,350 catties, (iron,) whilst the very most it is valued at now by Japanese merchants is 3,500 catties. Indeed, it is difficult to use the dollar in the purchase of goods, even at that price rate.

SIAM.

BANGKOK.—J. H. CHANDLER, *Consul.*

JULY 1, 1861.

I have the honor of transmitting to you a copy of the treaty between the Netherlands and Siam, signed on the 17th December, 1860. You will perceive that it is a great improvement on our treaty with this country, negotiated in 1856. * * * But having "the most favored nation" clause, we are entitled to all additional privileges granted to other nations.

Netherlands treaty with Siam.

Their Majesties Phra Bard Somdech Phra Paramendr Mahaa Mougkut Phra Chom Klau Chau Yu Hua, the first King of Siam, and Phra Bard Somdech Phra Pawarendr Ramesr Mahiswaresr Phra Piu Klau Chau Yu Hua, the second King of Siam, and his Majesty William III, King of the Netherlands, Prince of Orange, Masoon, Grand Duke of Luxembourg, &c., &c., &c., desiring to facilitate and extend the relations of good understanding and trade which have

for more than two centuries existed undisturbed between their respective governments and subjects, have resolved to conclude a treaty of friendship, commerce, and navigation, based on the common interests of both countries, and have therefore to that end named as their plenipotentiaries, that is to say: Their Majesties the first and second Kings of Siam have named his Royal Highness Krom Luang Wongsa Dhiraj Suidh; his Excellency Chau Phya Sri Suriwongse Samant Pongs Pisuddh Maha Purus Ratnodom Samuha Phra Kralahom, the prime minister; his Excellency Chau Phya Rawe Wongse Maha Kosa Dhipnde, the minister of foreign affairs; his Excellency Chau Phya Yourraj, the minister of justice and lord mayor; his Excellency Phya Warapong Pipat, the private royal superintendent of ministers; his Excellency Phya Choduk Racha Sethe, the second minister for foreign affairs; and his Majesty the King of the Netherlands has named Mr. John Henry Douker Curtius, knight of the order of the Dutch lion and of the Russian order of St. Anna, second class, in diamonds; who, after having communicated to each other their respective full powers and found them to be in good and due form, have agreed upon and concluded the following articles:

ARTICLE I.

There shall be constant peace and perpetual friendship between his Majesty the King of the Netherlands, his heirs and successors, on the one part, and their Majesties the first and second Kings of Siam, their heirs and successors, on the other part, as well as between the subjects of both states, without exception of persons and places. The subjects of each shall enjoy in the country of the other full and entire protection for their persons and property agreeable to the established laws. There shall be full and entire freedom of commerce and navigation for the subjects and vessels of the two high contracting powers in every portion of their respective territories where trade and navigation is actually allowed or may be allowed to the subjects and vessels of the most favored nation. Netherlands ships-of-war and Siamese ships-of-war shall render mutual aid and assistance to such Siamese or Netherlands vessels as they may meet on the high seas, as far as can be done in accordance with international laws; and all Netherlands consuls residing at ports visited by Siamese, and all Siamese consuls residing at ports visited by Netherlands subjects, shall also afford each other such friendly aid and assistance as may be permitted by the laws of the respective countries in which the consuls reside.

ARTICLE II.

The two high contracting powers recognize reciprocally the right to establish in the ports and the towns of their respective states consuls or consular agents, and that these officers shall enjoy the same privileges, immunities, powers, and exemptions as are or may be enjoyed by those of the most favored nation.

Such consuls or consular agents, however, shall not begin to exercise their functions until they shall have received the exequatur of the local government. Netherlands consuls or consular agents in Siam shall be at liberty to hoist their national flag over their consulates.

As the customs of the Netherlands at the present time forbid consuls to hoist the flags of their respective countries, it is agreed that if in future the Netherlands shall allow the consuls of other nations to hoist their flags, the same privilege shall be granted to Siamese consuls.

The Netherlands consul or consular agent in Siam shall have the interest of all Netherlands subjects in or coming to Siam under his protection, regulation, and control. He shall himself conform to all the provisions of this treaty, and enforce the observance of the same by Netherlands subjects. He shall also promulgate and give due effect to all rules and regulations which are now or may hereafter be for the government of Netherlands subjects in Siam, the conduct of their business, and their due observance of the laws of Siam. Should the consul or consular agent be absent, Netherlands subjects visiting or residing in Siam may have recourse

to the intervention of a consul of a friendly nation, or they may address themselves directly to the local authorities, and the said authorities shall take means to secure to such Netherlands subjects all the benefits of the present treaty.

As subjects of foreign nations residing temporarily or perpetually in the Netherlands or in the Netherlands colonies are subjected to the laws of the Netherlands, so the Siamese coming to the Netherlands or Netherlands colonies will be subjected to the laws of the country where they live. But Siamese subjects going to the Netherlands or Netherlands colonies shall receive from the Netherlands government the same complete protection and assistance that shall be granted to the most favored nation, and as are granted to the Netherlands subjects in Siam.

ARTICLE III.

Netherlands subjects visiting or residing in Siam shall be allowed the free exercise of their religion, and be at liberty to build churches in such convenient localities as shall be consented to by the Siamese authorities, and such consent shall not be withheld without sufficient reason being assigned.

ARTICLE IV.

Netherlands subjects wishing to reside in the kingdom of Siam must be registered at the consulate of the Netherlands, a copy of which registration to be furnished to the Siamese authorities. Whenever a Netherlands subject shall have recourse to the Siamese authorities, his petition or claim must be first submitted to the consul of the Netherlands, and, if the petition or claim appear to the consul to be reasonable and written with propriety, he shall forward it, or otherwise order to modify its contents.

The Siamese, on their part, when they shall have to address themselves to the consulate of the Netherlands, shall follow a similar course in first addressing themselves to the Siamese authorities, who shall act in like manner.

ARTICLE V.

Netherlands subjects are permitted to trade freely in all the seaports of Siam, but may reside permanently only at Bangkok or within the limits assigned by this treaty:

1. On the north by the Bangputsa canal, from its mouth on the Chow Phya river to the old city walls of Lobpury, and a straight line from Lobpury to the landing place of Phra Phrangam, near the town of Saraburi, on the river Pasok.

2. On the east by a straight line drawn from the landing place of Phra Phrangam to the junction of the Klougkut canal with the Bangpakong river, the Bangpakong river from the junction of the Klougkut canal to its mouth, and the coast from the mouth of the Bangpakong river to the island of Srimaharajah, to such distance inland as can be reached within twenty-four hours' journey from Bangkok.

3. On the south by the island of Srimaharajah and the island of Se Chang, on the east side of the gulf, and the city walls of Petchaburi on the western side.

4. On the west by the western coast of the gulf to the mouth of the Meklong river to such a distance inland as can be reached within twenty-four hours' journey from Bangkok. The Meklong river, from its mouth to the city walls of Rajpuri, to the town of Subhanapuri, and a straight line from Subhanapuri to the mouth of the Bangputsa canal, on the Chow Phya river. But Netherlands subjects may reside beyond those boundaries on obtaining permission to do so from the Siamese authorities. All Netherlands subjects are at liberty to travel throughout the entire kingdom of Siam, and to trade, by buying and selling merchandise not being contraband, from and to whomsoever they shall think proper, this privilege being in no way whatever affected by any form or exclusive right of sale and purchases.

ARTICLE VI.

The Siamese government will place no restrictions upon the employment by Netherlands subjects of Siamese subjects in any capacity whatever. But as all Siamese subjects belong or owe services to some chief or lord, the servant who engages himself to a Netherlands subject without the consent of his chief or lord may be reclaimed by him, and the Siamese government will not enforce such an agreement for service between a Netherlands subject and Siamese in his employment; but if made with the knowledge and by a written consent of the said chief or lord that engagement shall be kept.

If Siamese in the employment of a Netherlands subject offend against the laws of Siam, or if any Siamese, having so offended or desiring to desert, takes refuge with a Netherlands subject in Siam, they shall be searched for, and upon proof of their guilt or desertion, they shall be delivered up by the consul to the Siamese authorities.

ARTICLE VII.

Netherlands subjects shall not be detained against their will in the kingdom of Siam unless the Siamese authorities shall prove to the consul of the Netherlands that there are lawful reasons for such detention, and the Netherlands consul or the Netherlands authorities, mentioned in article IX, shall then examine the case; and if they find the reason to be good they shall then cause the Netherlands subject to be detained.

Within the boundaries fixed by article V of this treaty, Netherlands subjects shall be at liberty to travel without hindrance or delays of any kind whatsover, provided they have a pass, first signed by the consul or consular agent of the Netherlands, containing, in Siamese characters, their names, profession, and identity, and countersigned by the competent Siamese authorities. Should they wish to go beyond the said limit and travel in the interior of the kingdom of Siam, they shall procure for themselves a passport, which shall be delivered to them, on request of the consul or consular agent, by the Siamese authorities, and such passport shall not be refused in any instance, except with concurrence of the Netherlands consul or consular agent.

ARTICLE VIII.

Netherlands subjects may purchase lands or plantations, and may hire, buy, or build houses within the boundaries specified by article V, with this exception and limitation only: That the power to purchase lands in the city of Bangkok, or within four British statute miles from its walls, shall be confined to those who shall have resided in Siam for ten years, or who shall obtain a special license from the Siamese government.

In order to obtain possession of such property the Netherlands subject shall, in the first place, make application, through the consul, to the Siamese government, and the Siamese government shall name, accordingly, an officer, who, along with the consul, having satisfied themselves of the honest intentions of the applicant, shall adjust and settle, upon equitable terms, the amount of the purchase money, and shall make out and fix the boundaries of the property.

The Siamese government shall then convey the property to the Netherlands purchaser, and such property shall thereupon be under the protection of the governor of the district and of the particular local authorities; the said purchaser shall conform, in ordinary matters, to any just direction to be given to him by them, and he shall be subject to the same taxation as that levied on Siamese subjects.

But if through negligence, the want of capital, or other causes a Netherlands subject shall fail to commence the cultivation or improvement of the lands acquired within a term of three years from the date of receiving possession thereof, the Siamese government shall have the

power of resuming the property upon returning to the Netherlands subject the purchase money paid by him for the same.

Netherlands subjects shall be at liberty to search for, and upon discovery of mines in any part of Siam, and on a proper exposition being furnished, the consul, in conjunction with the Siamese authorities, shall arrange such suitable conditions and terms as shall admit of the mines being worked.

Netherlands subjects shall also be permitted to build ships and engage in and carry on any description of manufacture in Siam, the same not being contrary to law, upon like reasonable conditions and terms, arranged between the consul and the Siamese authorities.

ARTICLE IX.

All civil cases in which both parties are Netherlands subjects, or in which the defendant is a Netherlands, and all criminal cases in which the defendant is a Netherlands subject, shall be tried and determined by the Netherlands consul, or by such a civil and criminal court as may now or hereafter be competent to try and determine the same, according to the laws of the Netherlands.

All civil and criminal cases in which both parties are Siamese, or in which the defendant is a Siamese, shall be heard and determined by the Siamese authorities.

ARTICLE X.

Should any act of piracy be committed on Netherlands vessels on the coast, or in the vicinity of the kingdom of Siam, the authorities of the nearest place, on being informed of the same, shall afford every assistance in the capture of the parties and recovery of the stolen property, which shall be delivered to the consul for restoration to the owners. The same course shall be followed by the Siamese authorities in all acts of pillage and robbery committed on the property of Netherlands subjects on shore.

The Siamese government shall not be held responsible for stolen property belonging to Netherlands subjects when it is proved that every means in their power have been used for its recovery, and the same condition shall apply equally to Siamese subjects and property under the control of the Netherlands government.

ARTICLE XI.

On the Netherlands consul sending a written application to the Siamese authorities he shall receive from them every aid and support in detecting and arresting Netherlands sailors or subjects, or render individuals under the protection of the Netherlands flag; and the same shall apply equally to Siamese subjects coming to the Netherlands.

On the requisition of the Netherlands consul he shall also receive from the Siamese authorities every aid and assistance, and such a force as may be necessary to enable him to give due effect to his authority over Netherlands subjects, and enforce discipline among Netherlands shipping in Siam.

In like manner, should a Siamese, guilty of desertion or any other crime, take refuge in the house of a Netherlands subject, or on board a Netherlands vessel, the local authorities shall address themselves to the consul of the Netherlands, and he shall, in proof of the culpability of the accused, immediately authorize his arrest.

ARTICLE XII.

Should a Netherlands subject engaged in business in the kingdom of Siam become bankrupt, the consul of the Netherlands, or the Netherlands authorities mentioned in article IX, shall take possession of all his goods, in order that the same may be distributed ratably among his

creditors; and the consul shall neglect no means to seize, on behalf of the creditors, all the goods the said bankrupt may possess in other countries, and the consul shall have the aid of the Siamese authorities, and shall adjudicate and administer the effects of Netherlands subjects who may become bankrupt in their commercial transactions with Siamese subjects.

ARTICLE XIII.

The goods and property of any Netherlands subject who may die in the kingdom of Siam, or of any Siamese subject who may die in the Netherlands, shall be delivered to the executor of his will, or in case of intestacy, to the consul or consular agent, to be dealt with according to the laws of the nation to which the deceased belonged.

ARTICLE XIV.

Netherlands ships of war shall be at liberty to enter the river and anchor at Paknam, but they must inform the Siamese authorities of their intentions of going up to Bangkok, and have an understanding with the said authorities concerning the place where they are to anchor.

ARTICLE XV.

Should a Netherlands vessel in distress enter into a Siamese port the local authorities shall give every facility for her being repaired and revictualled, so that she may be enabled to continue her voyage. Should Netherlands vessels be wrecked on the coast of the kingdom of Siam, the Siamese authorities of the nearest place, being informed thereof, shall immediately give all assistance to the crew; shall supply their wants, and take all measures necessary for the salvage and protection of the vessel and cargo, and shall, afterwards, inform the consul of the Netherlands of what has been done by the said authorities, in order that the consul, together with the competent authority, may take steps for sending the crew to their homes, and for preserving and disposing of the wreck and cargo, and adjusting any legal claims thereon. Should a Siamese vessel be wrecked on the coast of Netherlands territory, the Netherlands authority will, likewise, assist the crew, and adjust any claims upon the wreck and cargo.

ARTICLE XVI.

By paying the duties of importation and exportation, as after mentioned, Netherlands vessels and their cargoes shall be free in Siam of all taxes of tonnage, pilotage, anchorage, and of any other tax whatever, either on their arrival or on their departure. Netherlands vessels shall enjoy all privileges and immunities which are or may be granted to junks and to Siamese ships themselves, as well to the vessels of the most favored nation.

ARTICLE XVII.

The duties to be levied on merchandise imported by Netherlands vessels into the kingdom of Siam shall not exceed three per cent. on their value. They shall be paid in kind or in money, at the choice of the importers.

If the importer cannot agree with the Siamese officer as to the value of the imported merchandise, a reference shall be made to the consul of the Netherlands and a competent Siamese functionary, who, after having each called in for consultation one or two merchants as advisers, if they shall think it necessary, shall settle the difference according to justice.

After the payment of the said import duty of three per cent. the merchandise may be sold by wholesale or retail, free of any other tax or charge whatsoever.

Should merchandise be landed and not sold, and be again shipped for exportation, the whole of the duties paid on them shall be reimbursed. No duty shall be levied on any cargo not sold.

And no further duty, tax or charge shall be imposed or levied on such imported merchandise when it has passed into the hands of Siamese purchasers.

ARTICLE XVIII.

The duties to be levied on Siamese produce, either before or at the time of shipment, shall be according to the tariff annexed to the present treaty. Every article of produce subject by the tariff to duties of exportation shall be free of any duty of transit, or any other duty, in any part of the kingdom; and all the Siamese produce which shall have been already taxed, either for transit or for any other cause, shall be no more taxed, either under the tariff hereunto annexed or in any way whatever, before or at the time of shipment.

The Siamese government reserves to itself the right at any time hereafter to impose a single tax or duty upon any article which is or may become a production of Siam, and which is not specified in the annexed tariff, or at present subject, either directly or indirectly, to a government charge of any kind; but the Siamese government agrees that the said tax or duty, if levied, shall be just and reasonable.

ARTICLE XIX.

By paying the duties above mentioned, which shall not be increased in future, Netherlands subjects shall be free to import into the kingdom of Siam from Netherlands and foreign ports, and likewise to export for all destinations, any merchandise which shall not be prohibited on the day of the signing of the present treaty.

The Siamese government reserves to themselves, however, the right of prohibiting the exportation of salt, rice, or fish, whenever they think that there is reason to apprehend a dearth in the country; but the prohibition must be published one month before being enforced, and shall not have any effect on the fulfilment of contracts made *bona fide* before the publication of such prohibition. Netherlands merchants, however, shall inform the Siamese authorities of any purchases they may have made previously to the prohibition.

Should the Siamese government hereafter reduce the duties on merchandise imported or exported by Siamese or other vessels, the benefit of the reduction shall be immediately applied to similar produce imported or exported by Netherlands vessels.

ARTICLE XX.

The consul of the Netherlands shall see that Netherlands merchants and ship-masters conform themselves to the regulations annexed to the present treaty; and the Siamese authorities shall aid him to that end. All fines levied for infractions of the present treaty shall belong to the Siamese government.

ARTICLE XXI.

The Netherlands government and Netherlands subjects shall be allowed free and equal participation in any privileges that may have been or may hereafter be granted by the Siamese government to the government, citizens, or subjects of any other nation.

ARTICLE XXII.

After the lapse of twelve years from the date of the ratification of this treaty, upon the desire of either of the high contracting powers, and on twelve months' notice thereof, this treaty, together with the tariff and regulations hereunto annexed, and those that may hereafter be introduced, shall be subject to revision by commissioners to be appointed on both sides for the purpose, with power to make such alterations or additions and amendments as experience may prove to be desirable.

ARTICLE XXIII.

This treaty, executed in English, as the language of communication between the two high contracting powers, and of which treaty translations in the Dutch and Siamese languages are appended, shall take effect immediately, and the ratification of the same shall be exchanged at Bangkok within eighteen months from the date hereof. In witness hereof, the above-named plenipotentiaries have signed and sealed the present treaty in quadruplicate, at Bangkok, on the seventeenth day of December, in the year one thousand eight hundred and sixty of the Christian era, corresponding with the fifth waxing day of the second month of the one thousand two hundred and twenty-second year of the Siamese civil era.

[SEAL.] JOHN HENRY DOUKER CURTIUS.

Seals of the six Siamese commissioners:

[SEAL.] [SEAL.] [SEAL.] [SEAL] [SEAL.] [SEAL.]

The general regulations of trade and tariff of export and inland duties the same as the United States.

CHINA.

For the purposes of examination and comparison, it has been deemed proper to incorporate in this report the treaty of peace, amity, and commerce between the United States and China, ratified by this government and proclaimed January 26, 1860, with the convention of peace between Great Britain and China, signed at Pekin October 24, 1860:

Treaty of peace, amity, and commerce between the United States of America and China.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.—A PROCLAMATION.

Whereas a treaty between the United States of America and the Ta-Tsing Empire was concluded and signed at Tiensin, by their respective plenipotentiaries, on the 18th day of June, 1858, which treaty is, word for word, as follows:

The United States of America and the Ta-Tsing Empire, desiring to maintain firm, lasting, and sincere friendship, have resolved to renew, in a manner clear and positive, by means of a treaty or general convention of peace, amity, and commerce, the rules of which shall in future be mutually observed in the intercourse of their respective countries; for which most desirable object the President of the United States and the august sovereign of the Ta-Tsing Empire have named for their plenipotentiaries, to wit: the President of the United States of America, William B. Reed, envoy extraordinary and minister plenipotentiary to China; and his Majesty the Emperor of China, Kweiliang, a member of the privy council and superintendent of the board of punishments; and Hwashana, president of the board of civil office and major general of the bordered blue banner division of the Chinese banner-men, both of them being imperial commissioners and plenipotentiaries; and the said ministers, in virtue of the respective full powers they have received from their governments, have agreed upon the following articles:

ARTICLE I.

There shall be, as there have always been, peace and friendship between the United States of America and the Ta-Tsing Empire, and between their people, respectively. They

shall not insult or oppress each other for any trifling cause, so as to produce an estrangement between them; and if any other nation should act unjustly or oppressively, the United States will exert their good offices, on being informed of the case, to bring about an amicable arrangement of the question, thus showing their friendly feelings.

ARTICLE II.

In order to perpetuate friendship, on the exchange of ratifications by the President, with the advice and consent of the Senate of the United States, and by his Majesty the Emperor of China, this treaty shall be kept and sacredly guarded in this way, viz: The original treaty, as ratified by the President of the United States, shall be deposited at Peking, the capital of his Majesty the Emperor of China, in charge of the privy council; and, as ratified by his Majesty the Emperor of China, shall be deposited at Washington, the capital of the United States, in charge of the Secretary of State.

ARTICLE III.

In order that the people of the two countries may know and obey the provisions of this treaty, the United States of America agree, immediately on the exchange of ratifications, to proclaim the same and to publish it by proclamation in the gazettes where the laws of the United States of America are published by authority; and his Majesty the Emperor of China, on the exchange of ratifications, agrees immediately to direct the publication of the same at the capital and by the governors of all the provinces.

ARTICLE IV.

In order further to perpetuate friendship, the minister or commissioner, or the highest diplomatic representative of the United States of America in China, shall at all times have the right to correspond on terms of perfect equality and confidence with the officers of the privy council at the capital, or with the governors general of the Two Kwangs, the provinces of Fuhkien and Chehkiang, or of the Two Kiangs; and whenever he desires to have such correspondence with the privy council at the capital he shall have the right to send it through either of the said governors general or by the general post; and all such communications shall be sent under seal, which shall be most carefully respected. The privy council and governors general, as the case may be, shall in all cases consider and acknowledge such communications promptly and respectfully.

ARTICLE V.

The minister of the United States of America in China, whenever he has business, shall have the right to visit and sojourn at the capital of his Majesty the Emperor of China, and there confer with a member of the privy council, or any other high officer of equal rank deputed for that purpose, on matters of common interest and advantage. His visits shall not exceed one in each year, and he shall complete his business without unnecessary delay. He shall be allowed to go by land or come to the mouth of the Peiho, into which he shall not bring ships-of-war, and he shall inform the authorities at that place, in order that boats may be provided for him to go on his journey. He is not to take advantage of this stipulation to request visits to the capital on trivial occasions. Whenever he means to proceed to the capital he shall communicate, in writing, his intention to the Board of Rites at the capital, and thereupon the said board shall give the necessary directions to facilitate his journey and give him necessary protection and respect on his way. On his arrival at the capital he shall be furnished with a suitable residence prepared for him, and he shall defray his own expenses; and his entire suite shall not exceed twenty persons, exclusive of his Chinese attendants, none of whom shall be engaged in trade.

ARTICLE VI.

If at any time his Majesty the Emperor of China shall, by treaty voluntarily made, or for any other reason, permit the representative of any friendly nation to reside at his capital for a long or short time, then, without any further consultation or express permission, the representative of the United States in China shall have the same privilege.

ARTICLE VII.

The superior authorities of the United States and of China, in corresponding together, shall do so on terms of equality and in form of mutual communication, (*chauhwui.*) The consuls and the local officers, civil and military, in corresponding together, shall likewise employ the style and form of mutual communication, (*chauhwui.*) When inferior officers of the one government address superior officers of the other, they shall do so in the style and form of memorial, (*shin chin.*) Private individuals, in addressing superior officers, shall employ the style of petition, (*pinching.*) In no case shall any terms or style be used or suffered which shall be offensive or disrespectful to either party. And it is agreed that no presents, under any pretext or form whatever, shall ever be demanded of the United States by China, or of China by the United States.

ARTICLE VIII.

In all future personal intercourse between the representative of the United States of America and the governors general or governors, the interviews shall be had at the official residence of the said officers or at their temporary residence, or at the residence of the representative of the United States of America, whichever may be agreed upon between them; nor shall they make any pretext for declining these interviews. Current matters shall be discussed by correspondence, so as not to give the trouble of a personal meeting.

ARTICLE IX.

Whenever national vessels of the United States of America, in cruising along the coast and among the ports opened for trade for the protection of the commerce of their country or for the advancement of science, shall arrive at or near any of the ports of China, commanders of said ships and the superior local authorities of government shall, if it be necessary, hold intercourse on terms of equality and courtesy, in token of the friendly relations of their respective nations; and the said vessels shall enjoy all suitable facilities on the part of the Chinese government in procuring provisions or other supplies and making necessary repairs. And the United States of America agree that in case of the shipwreck of any American vessel and its being pillaged by pirates, or in case any American vessel shall be pillaged or captured by pirates on the seas adjacent to the coast without being shipwrecked, the national vessels of the United States shall pursue the said pirates, and, if captured, deliver them over for trial and punishment.

ARTICLE X.

The United States of America shall have the right to appoint consuls and other commercial agents for the protection of trade, to reside at such places in the dominions of China as shall be agreed to be opened; who shall hold official intercourse and correspondence with the local officers of the Chinese government, (a consul or vice-consul in charge taking rank with an intendant of circuit or a prefect,) either personally or in writing, as occasions may require, on terms of equality and reciprocal respect; and the consuls and local officers shall employ the style of mutual communication. If the officers of either nation are disrespectfully treated or aggrieved in any way by the other authorities, they have the right to make representation of

the same to the superior officers of the respective governments, who shall see that full inquiry and strict justice shall be had in the premises; and the said consuls and agents shall carefully avoid all acts of offence to the officers and people of China. On the arrival of a consul duly accredited at any port in China, it shall be the duty of the minister of the United States to notify the same to the governor general of the province where such port is, who shall forthwith recognize the said consul and grant him authority to act.

ARTICLE XI.

All citizens of the United States of America in China, peaceably attending to their affairs, being placed on a common footing of amity and good will with subjects of China, shall receive and enjoy for themselves, and everything appertaining to them, the protection of the local authorities of government, who shall defend them from all insult or injury of any sort. If their dwellings or property be threatened or attacked by mobs, incendiaries, or other violent or lawless persons, the local officers, on requisition of the consul, shall immediately despatch a military force to disperse the rioters, apprehend the guilty individuals, and punish them with the utmost rigor of the law. Subjects of China guilty of any criminal act towards citizens of the United States shall be punished by the Chinese authorities according to the laws of China; and citizens of the United States, either on shore or in any merchant vessel, who may insult, trouble, or wound the persons or injure the property of Chinese, or commit any other improper act in China, shall be punished only by the consul or other public functionary thereto authorized, according to the laws of the United States. Arrests in order to trial may be made by either the Chinese or the United States authorities.

ARTICLE XII.

Citizens of the United States residing or sojourning at any of the ports open to foreign commerce shall be permitted to rent houses and places of business, or hire sites on which they can themselves build houses or hospitals, churches, and cemeteries. The parties interested can fix the rent by mutual and equitable agreement; the proprietors shall not demand an exorbitant price, nor shall the local authorities interfere, unless there be some objections offered on the part of the inhabitants respecting the place. The legal fees to the officers for applying their seal shall be paid. The citizens of the United States shall not unreasonably insist on particular spots, but each party shall conduct with justice and moderation. Any desecration of the cemeteries by natives of China shall be severely punished according to law. At the places where the ships of the United States anchor, or their citizens reside, the merchants, seamen, or others can freely pass and repass in the immediate neighborhood; but, in order to the preservation of the public peace, they shall not go into the country to the villages and marts to sell their goods unlawfully, in fraud of the revenue.

ARTICLE XIII.

If any vessel of the United States be wrecked or stranded on the coast of China, and be subjected to plunder or other damage, the proper officers of government, on receiving information of the fact, shall immediately adopt measures for its relief and security; the persons on board shall receive friendly treatment, and be enabled to repair at once to the nearest port, and shall enjoy all facilities for obtaining supplies of provisions and water. If the merchant vessels of the United States, while within the waters over which the Chinese government exercises jurisdiction, be plundered by robbers or pirates, then the Chinese local authorities, civil and military, on receiving information thereof, shall arrest the said robbers or pirates and punish them according to law, and shall cause all the property which can be recovered to be restored to the owners or placed in the hands of the consul. If, by reason of the extent of territory and numerous population of China, it shall in any case happen that the robbers can-

not be apprehended, and the property only in part recovered, the Chinese government shall not make indemnity for the goods lost; but if it shall be proved that the local authorities have been in collusion with the robbers, the same shall be communicated to the superior authorities for memorializing the throne, and these officers shall be severely punished, and their property be confiscated to repay the losses.

ARTICLE XIV.

The citizens of the United States are permitted to frequent the ports and cities of Canton and Chau-chau or Swatau, in the province of Kwang-tung, Amoy, Fuh-chau, and Tai-wan, in Formosa, in the province of Fuh-kien, Ningpo, in the province of Cheh-kiang, and Shanghai, in the province of Kiang-su, and any other port or place hereafter by treaty with other powers or with the United States opened to commerce, and to reside with their families and trade there, and to proceed at pleasure with their vessels and merchandise from any of these ports to any other of them. But said vessels shall not carry on a clandestine and fraudulent trade at any other ports of China not declared to be legal, or along the coasts thereof; and any vessel under the American flag violating this provision shall, with her cargo, be subject to confiscation to the Chinese government; and any citizen of the United States who shall trade in any contraband article of merchandise shall be subject to be dealt with by the Chinese government, without being entitled to any confidence or protection from that of the United States; and the United States will take measures to prevent their flag from being abused by the subjects of other nations as a cover for the violation of the laws of the empire.

ARTICLE XV.

At each of the ports open to commerce citizens of the United States shall be permitted to import from abroad, and sell, purchase, and export all merchandise of which the importation or exportation is not prohibited by the laws of the empire. The tariff of duties to be paid by citizens of the United States on the export and import of goods from and into China shall be the same as was agreed upon at the treaty of Wanghia, except so far as it may be modified by treaties with other nations, it being expressly agreed that citizens of the United States shall never pay higher duties than those paid by the most favored nation.

ARTICLE XVI.

Tonnage duties shall be paid on every merchant vessel belonging to the United States entering either of the open ports at the rate of four mace per ton of forty cubic feet if she be over one hundred and fifty tons burden, and one mace per ton of forty cubic feet if she be of the burden of one hundred and fifty tons or under, according to the tonnage specified in the register; which, with her other papers, shall, on her arrival, be lodged with the consul, who shall report the same to the commissioner of customs. And if any vessel, having paid tonnage duty at one port, shall go to any other port to complete the disposal of her cargo, or, being in ballast, to purchase an entire or fill up an incomplete cargo, the consul shall report the same to the commissioner of customs, who shall note on the port clearance that the tonnage duties have been paid, and report the circumstances to the collectors at the other custom-houses; in which case the said vessel shall only pay duty on her cargo, and not be charged with tonnage duty a second time. The collectors of customs at the open ports shall consult with the consuls about the erection of beacons or light-houses, and where buoys and light-ships should be placed.

ARTICLE XVII.

Citizens of the United States shall be allowed to engage pilots to take their vessels into port, and, when the lawful duties have all been paid, take them out of port. It shall be law-

ful for them to hire at pleasure servants, compradores, linguists, writers, laborers, seamen, and persons for whatever necessary service, with passage or cargo boats, for a reasonable compensation, to be agreed upon by the parties or determined by the consul.

ARTICLE XVIII.

Whenever merchant vessels of the United States shall enter a port, the collector of customs shall, if he see fit, appoint custom-house officers to guard said vessels, who may live on board the ship or their own boats, at their convenience. The local authorities of the Chinese government shall cause to be apprehended all mutineers or deserters from on board the vessels of the United States in China on being informed by the consul, and will deliver them up to the consuls or other officer for punishment. And if criminals, subjects of China, take refuge in the houses or on board the vessels of citizens of the United States, they shall not be harbored or concealed, but shall be delivered up to justice on due requisition by the Chinese local officers, addressed to those of the United States. The merchants, seamen, and other citizens of the United States shall be under the superintendence of the appropriate officers of their government. If individuals of either nation commit acts of violence or disorder, use arms to the injury of others, or create disturbances endangering life, the officers of the two governments will exert themselves to enforce order and to maintain the public peace by doing impartial justice in the premises.

ARTICLE XIX.

Whenever a merchant vessel belonging to the United States shall cast anchor in either of the said ports, the supercargo, master, or consignee shall, within forty-eight hours, deposit the ship's papers in the hands of the consul or person charged with his functions, who shall cause to be communicated to the superintendent of customs a true report of the name and tonnage of such vessel, the number of her crew, and the nature of her cargo, which being done, he shall give a permit for her discharge. And the master, supercargo, or consignee, if he proceed to discharge the cargo without such permit, shall incur a fine of five hundred dollars, and the goods so discharged without permit shall be subject to forfeiture to the Chinese government. But if a master of any vessel in port desire to discharge a part only of the cargo, it shall be lawful for him to do so, paying duty on such part only, and to proceed with the remainder to any other ports. Or, if the master so desire, he may, within forty-eight hours after the arrival of the vessel, but not later, decide to depart without breaking bulk; in which case he shall not be subject to pay tonnage or other duties or charges until, on his arrival at another port, he shall proceed to discharge cargo, when he shall pay the duties on vessel and cargo, according to law. And the tonnage duties shall be held due after the expiration of the said forty-eight hours. In case of the absence of the consul or person charged with his functions, the captain or supercargo of the vessel may have recourse to the consul of a friendly power, or, if he please, directly to the superintendent of customs, who shall do all that is required to conduct the ship's business.

ARTICLE XX.

The superintendent of customs, in order to the collection of the proper duties, shall, on application made to him through the consul, appoint suitable officers, who shall proceed, in the presence of the captain, supercargo, or consignee, to make a just and fair examination of all goods in the act of being discharged for importation or laden for exportation on board any merchant vessel of the United States. And if disputes occur in regard to the value of goods subject to ad valorem duty, or in regard to the amount of tare, and the same cannot be satifactorily arranged by the parties, the question may, within twenty-four hours, and not afterward, be referred to the said consul to adjust with the superintendent of customs.

ARTICLE XXI.

Citizens of the United States who may have imported merchandise into any of the free ports of China, and paid the duty thereon, if they desire to re-export the same in part or in whole to any other of the said ports, shall be entitled to make application, through their consul, to the superintendent of customs, who, in order to prevent fraud on the revenue, shall cause examination to be made, by suitable officers, to see that the duties paid on such goods as are entered on the custom-house books correspond with the representation made, and that the goods remain in their original marks unchanged, and shall then make a memorandum in the port clearance of the goods and the amount of duties paid on the same, and deliver the same to the merchant, and shall also certify the facts to the officers of customs of the other ports; all which being done on the arrival in port of the vessel in which the goods are laden, and everything being found, on examination there, to correspond, she shall be permitted to break bulk and land the said goods without being subject to the payment of any additional duty thereon. But if, on such examination, the superintendent of customs shall detect any fraud on the revenue in the case, then the goods shall be subject to forfeiture and confiscation of the Chinese government. Foreign grain or rice brought into any port of China in a ship of the United States, and not landed, may be re-exported without hindrance.

ARTICLE XXII.

The tonnage duty on vessels of the United States shall be paid on their being admitted to entry. Duties of import shall be paid on the discharge of the goods, and duties of export on the lading of the same. When all such duties shall have been paid, and not before, the collector of customs shall give a port clearance, and the consul shall return the ship's papers. The duties shall be paid to the shroffs authorized by the Chinese government to receive the same. Duties shall be paid and received, either in syce silver or in foreign money, at the rate of the day. If the consul permits a ship to leave the port before the duties and tonnage dues are paid he shall be held responsibe therefor.

ARTICLE XXIII.

When goods on board any merchant vessel of the United States in port require to be transshipped to another vessel, application shall be made to the consul, who shall certify what is the occasion therefor to the superintendent of customs, who may appoint officers to examine into the facts and permit the transshipment. And if any goods be transshipped without written permits they shall be subject to be forfeited to the Chinese government.

ARTICLE XXIV.

Where there are debts due by subjects of China to citizens of the United States, the latter may seek redress in law; and, on suitable representations being made to the local authorities through the consul, they will cause due examination in the premises, and take proper steps to compel satisfaction. And if citizens of the United States be indebted to subjects of China, the latter may seek redress by representation through the consul, or by suit in the consular court; but neither government will hold itself responsible for such debts.

ARTICLE XXV.

It shall be lawful for the officers or citizens of the United States to employ scholars and people of any part of China, without distinction of persons, to teach any of the languages of the empire, and to assist in literary labors; and the persons so employed shall not for that cause be subject to any injury on the part either of the government or of individuals; and it shall

in like manner be lawful for citizens of the United States to purchase all manner of books in China.

ARTICLE XXVI.

Relations of peace and amity between the United States and China being established by this treaty, and the vessels of the United States being admitted to trade freely to and from the ports of China open to foreign commerce, it is further agreed that, in case at any time hereafter China should be at war with any foreign nation whatever, and should for that cause exclude such nation from entering her ports, still the vessels of the United States shall not the less continue to pursue their commerce in freedom and security, and to transport goods to and from the ports of the belligerent powers, full respect being paid to the neutrality of the flag of the United States; provided, that the said flag shall not protect vessels engaged in the transportation of officers or soldiers in the enemy's service, nor shall said flag be fraudulently used to enable the enemy's ships, with their cargoes, to enter the ports of China; but all such vessels so offending shall be subject to forfeiture and confiscation to the Chinese government.

ARTICLE XXVII.

All questions in regard to rights, whether of property or person, arising between citizens of the United States in China, shall be subject to the jurisdiction and regulated by the authorities of their own government; and all controversies occurring in China between citizens of the United States and the subjects of any other government shall be regulated by the treaties existing between the United States and such governments, respectively, without interference on the part of China.

ARTICLE XXVIII.

If citizens of the United States have special occasion to address any communication to the Chinese local officers of government, they shall submit the same to their consul or other officer, to determine if the language be proper and respectful, and the matter just and right, in which event he shall transmit the same to the appropriate authorities for their consideration and action in the premises. If subjects of China have occasion to address the consul of the United States, they may address him directly at the same time they inform their own officers, representing the case for his consideration and action in the premises; and if controversies arise between citizens of the United States and subjects of China which cannot be amicably settled otherwise, the same shall be examined and decided conformably to justice and equity by the public officers of the two nations, acting in conjunction. The extortion of illegal fees is expressly prohibited. Any peaceable persons are allowed to enter the court in order to interpret, lest injustice be done.

ARTICLE XXIX.

The principles of the Christian religion, as professed by the Protestant and Roman Catholic churches, are recognized as teaching men to do good, and to do to others as they would have others do to them. Hereafter those who quietly profess and teach these doctrines shall not be harassed or persecuted on account of their faith. Any person, whether citizen of the United States or Chinese convert, who, according to these tenets, peaceably teach and practice the principles of Christianity, shall in no case be interfered with or molested.

ARTICLE XXX.

The contracting parties hereby agree that should at any time the Ta-Tsing empire grant to any nation, or the merchants or citizens of any nation, any right, privilege, or favor, con-

nected either with navigation, commerce, political or other intercourse, which is not conferred by this treaty, such right, privilege, and favor shall at once freely inure to the benefit of the United States, its public officers, merchants, and citizens.

The present treaty of peace, amity, and commerce shall be ratified by the President of the United States, by and with the advice and consent of the Senate, within one year, or sooner, if possible, and by the august sovereign of the Ta-Tsing empire forthwith; and the ratifications shall be exchanged within one year from the date of the signatures thereof.

In faith whereof, we, the respective plenipotentiaries of the United States of America and of the Ta-Tsing empire, as aforesaid, have signed and sealed these presents.

Done at Tientsin this eighteenth day of June, in the year of our Lord one thousand eight hundred and fifty-eight, and the independence of the United States of America the eighty-second, and in the eighth year of Hienfung, fifth month, and eighth day.

WILLIAM B. REED. [L. S.]
KWEILIANG. [L. S.]
HWASHANA. [L. S.]

And whereas the said treaty has been duly ratified on both parts, and the respective ratifications of the same have been exchanged—

Now, therefore, be it known that I, James Buchanan, President of the United States of America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the city of Washington this twenty-sixth day of January, in [L. S.] the year of our Lord one thousand eight hundred and sixty, and of the independence of the United States the eighty-fourth.

JAMES BUCHANAN.

By the President:
LEW. CASS, *Secretary of State.*

CONVENTION OF PEACE BETWEEN HER MAJESTY AND THE EMPEROR OF CHINA.

SIGNED AT PEKING, OCTOBER 24, 1860.

Her Majesty the Queen of Great Britain and Ireland and his Imperial Majesty the Emperor of China, being alike desirous to bring to an end the misunderstanding at present existing between their respective governments, and to secure their relations against further interruption, have for this purpose appointed plenipotentiaries, that is to say:

Her Majesty the Queen of Great Britain and Ireland, the Earl of Elgin and Kincardine; and his Imperial Majesty the Emperor of China, his Imperial Highness the Prince of Kung; who, having met, and communicated to each other their full powers, and finding these to be in proper form, have agreed upon the following convention, in nine articles:

ARTICLE I. A breach of friendly relations having been occasioned by the act of the garrison of Taku, which obstructed her Britannic Majesty's representative when on his way to Peking for the purpose of exchanging the ratifications of the treaty of peace concluded at Tien-tsin in the month of June, one thousand eight hundred and fifty-eight, his Imperial Majesty the Emperor of China expresses his deep regret at the misunderstanding so occasioned.

ART. II. It is further expressly declared that the arrangement entered into at Shanghai

in the month of October, one thousand eight hundred and fifty-eight, between her Britannic Majesty's ambassador, the Earl of Elgin and Kincardine, and his Imperial Majesty's commissioners, Kweiliang and Hwashana, regarding the residence of her Britannic Majesty's representative in China, is hereby cancelled, and that, in accordance with Article III of the treaty of one thousand eight hundred and fifty-eight, her Britannic Majesty's representative will henceforward reside, permanently or occasionally, at Peking, as her Britannic Majesty shall be pleased to decide.

ART. III. It is agreed that the separate article of the treaty of one thousand eight hundred and fifty-eight is hereby annulled, and that, in lieu of the amount of indemnity therein specified, his Imperial Majesty the Emperor of China shall pay the sum of eight millions of taels, in the following proportions or instalments, namely: At Tien-tsin, on or before the 30th day of November, the sum of five hundred thousand taels; at Canton, on or before the first day of December, one thousand eight hundred and sixty, three hundred and thirty-three thousand three hundred and thirty-three taels, less the sum which shall have been advanced by the Canton authorities towards the completion of the British factory site of Shameen; and the remainder at the ports open to foreign trade, in quarterly payments, which shall consist of one-fifth of the gross revenue from customs there collected, the first of the said payments being due on the 31st day of December, one thousand eight hundred and sixty, for the quarter terminating on that day.

It is further agreed that these moneys shall be paid into the hands of an officer whom her Britannic Majesty's representative shall specially appoint to receive them, and that the accuracy of the amounts shall, before payment, be duly ascertained by British and Chinese officers appointed to discharge this duty.

In order to prevent future discussion, it is moreover declared that of the eight millions of taels herein guaranteed, two millions will be appropriated to the indemnification of the British mercantile community at Canton for losses sustained by them, and the remaining six millions to the liquidation of war expenses.

ART. IV. It is agreed that, on the day on which this convention is signed, his Imperial Majesty the Emperor of China shall open the port of Tien-tsin to trade, and that it shall be thereafter competent to British subjects to reside and trade there, under the same conditions as at any other port of China by treaty open to trade.

ART. V. As soon as the ratifications of the treaty of one thousand eight hundred and fifty-eight shall have been exchanged, his Imperial Majesty the Emperor of China will, by decree, command the high authorities of every province to proclaim throughout their jurisdictions that Chinese choosing to take service in the British colonies, or other parts beyond sea, are at perfect liberty to enter into engagements with British subjects for that purpose, and to ship themselves and their families on board any British vessel at any of the open ports of China; also, that the high authorities aforesaid shall, in concert with her Britannic Majesty's representative in China, frame such regulations for the protection of Chinese emigrating as above, as the circumstances of the different open ports may demand.

ART. VI. With a view to the maintenance of law and order in and about the harbor of Hongkong, his Imperial Majesty the Emperor of China agrees to cede to her Majesty the Queen of Great Britain and Ireland, and to her heirs and successors, to have and to hold as a dependency of her Britannic Majesty's colony of Hongkong, that portion of the township of Cowloon, in the province of Kwang-Tung, of which a lease was granted in perpetuity to Harry Smith Parkes, esquire, Companion of the Bath, a member of the Allied Commission at Canton, on behalf of her Britannic Majesty's government, by Lau Tsung-kwang, governor general of the two Kwang.

It is further declared that the lease in question is hereby cancelled; that the claims of any Chinese to property on the said portion of Cowloon shall be duly investigated by a mixed

commission of British and Chinese officers; and that compensation shall be awarded by the British government to any Chinese whose claim shall be by the said commission established, should his removal be deemed necessary by the British government.

ART. VII. It is agreed that the provisions of the treaty of one thousand eight hundred and fifty-eight, except in so far as these are modified by the present convention, shall without delay come into operation as soon as the ratifications of the treaty aforesaid shall have been exchanged. It is further agreed that no separate ratification of the present convention shall be necessary, but that it shall take effect from the date of its signature, and be equally binding with the treaty above mentioned on the high contracting parties.

ART. VIII. It is agreed that, as soon as the ratifications of the treaty of the year one thousand eight hundred and fifty-eight shall have been exchanged, his Imperial Majesty the Emperor of China shall, by decree, command the high authorities in the capital and in the provinces to print and publish the aforesaid treaty and the present convention for general information.

ART. IX. It is agreed that, as soon as this convention shall have been signed, the ratifications of the treaty of the year one thousand eight hundred and fifty-eight shall have been exchanged, and an imperial decree respecting the publication of the said convention and treaty shall have been promulgated, as provided for by Article VIII of this convention, Chusan shall be evacuated by her Britannic Majesty's troops there stationed, and her Britannic Majesty's force now before Peking shall commence its march towards the city of Tien-tsin, the forts of Taku, the north coast of Shantung, and the city of Canton, at each or all of which places it shall be at the option of her Majesty the Queen of Great Britain and Ireland to retain a force until the indemnity of eight millions of taels, guaranteed in Article III, shall have been paid.

Done at Peking, in the court of the Board of Ceremonies, on the twenty-fourth day of October, in the year of our Lord one thousand eight hundred and sixty.

ELGIN AND KINCARDINE. [L. S.]

[Seal of Chinese plenipotentiary] [Signature of Chinese plenipotentiary]

TREATY OF PEACE, FRIENDSHIP, COMMERCE, AND NAVIGATION, BETWEEN HER MAJESTY AND THE EMPEROR OF CHINA.

SIGNED AT TIEN-TSIN, JUNE 26, 1858.

RATIFICATIONS EXCHANGED AT PEKING, OCTOBER 24, 1860.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and his Majesty the Emperor of China being desirous to put an end to the existing misunderstanding between the two countries, and to place their relations on a more satisfactory footing in future, have resolved to proceed to a revision and improvement of the treaties existing between them, and for that purpose have named as their plenipotentiaries, that is to say:

Her Majesty the Queen of Great Britain and Ireland, the right honorable the Earl of Elgin and Kincardine, a peer of the United Kingdom, and knight of the most ancient and most noble order of the thistle;

And his Majesty the Emperor of China, the high commissioners Kweiliang, a senior chief secretary of state, styled of the East Cabinet, captain general of the plain white banner of the Manchu banner force, superintendent general of the administration of criminal law; and Hwashana, one of his Imperial Majesty's expositors of the classics, Manchu president of the

office for the regulation of the civil establishment, captain general of the bordered blue banner of the Chinese banner force, and visitor of the office of interpretation;

Who, after having communicated to each other their respective full powers, and found them to be in good and due form, have agreed upon and concluded the following articles:

ART. I. The treaty of peace and amity between the two nations, signed at Nanking on the twenty-ninth day of August, in the year eighteen hundred and forty-two, is hereby renewed and confirmed.

The supplementary treaty and general regulations of trade having been amended and improved, and the substance of their provisions having been incorporated in this treaty, the said supplementary treaty and general regulations of trade are hereby abrogated.

ART. II. For the better preservation of harmony in future, her Majesty the Queen of Great Britain and his Majesty the Emperor of China mutually agree that, in accordance with the universal practice of great and friendly nations, her Majesty the Queen may, if she see fit, appoint ambassadors, ministers, or other diplomatic agents to the court of Peking; and his Majesty the Emperor of China may, in like manner, if he see fit, appoint ambassadors, ministers, or other diplomatic agents to the court of St. James.

ART. III. His Majesty the Emperor of China hereby agrees that the ambassador, minister, or other diplomatic agent, so appointed by her Majesty the Queen of Great Britain, may reside, with his family and establishment, permanently at the capital, or may visit it occasionally, at the option of the British government. He shall not be called upon to perform any ceremony derogatory to him as representing the sovereign of an independent nation on a footing of equality with that of China. On the other hand, he shall use the same forms of ceremony and respect to his Majesty the Emperor as are employed by the ambassadors, ministers, or diplomatic agents of her Majesty towards the sovereigns of independent and equal European nations.

It is further agreed that her Majesty's government may acquire at Peking a site for building, or may hire houses for the accommodation of her Majesty's mission, and that the Chinese government will assist it in so doing.

Her Majesty's representative shall be at liberty to choose his own servants and attendants, who shall not be subjected to any kind of molestation whatever.

Any person guilty of disrespect or violence to her Majesty's representative, or to any member of his family or establishment, in deed or word, shall be severely punished.

ART. IV. It is further agreed that no obstacle or difficulty shall be made to the free movements of her Majesty's representative, and that he, and the persons of his suite, may come and go, and travel at their pleasure. He shall, moreover, have full liberty to send and receive his correspondence to and from any point on the sea-coast that he may select; and his letters and effects shall he held sacred and inviolable. He may employ, for their transmission, special couriers, who shall meet with the same protection and facilities for travelling as the persons employed in carrying despatches for the imperial government; and, generally, he shall enjoy the same privileges as are accorded to officers of the same rank by the usage and consent of western nations.

All expenses attending the diplomatic mission of Great Britain shall be borne by the British government.

ART. V. His Majesty the Emperor of China agrees to nominate one of the secretaries of state, or a president of one of the boards, as the high officer with whom the ambassador, minister, or other diplomatic agent of her Majesty the Queen shall transact business, either personally or in writing, on a footing of perfect equality.

ART. VI. Her Majesty the Queen of Great Britain agrees that the privileges hereby secured shall be enjoyed in her dominions by the ambassadors, ministers, or diplomatic agents of the Emperor of China, accredited to the court of her Majesty.

ART. VII. Her Majesty the Queen may appoint one or more consuls in the dominions of the Emperor of China; and such consul or consuls shall be at liberty to reside in any of the open ports or cities of China, as her Majesty the Queen may consider most expedient for the interests of British commerce. They shall be treated with due respect by the Chinese authorities, and enjoy the same privileges and immunities as the consular officers of the most favored nation.

Consuls and vice-consuls in charge shall rank with intendants of circuits; vice-consuls, acting vice-consuls, and interpreters, with prefects. They shall have access to the official residences of these officers, and communicate with them, either personally or in writing, on a footing of equality, as the interests of the public service may require.

ART. VIII. The Christian religion, as professed by Protestants or Roman Catholics, inculcates the practice of virtue, and teaches man to do as he would be done by. Persons teaching it or professing it, therefore, shall alike be entitled to the protection of the Chinese authorities; nor shall any such, peaceably pursuing their calling, and not offending against the laws, be persecuted or interfered with.

ART. IX. British subjects are hereby authorized to travel, for their pleasure or for purposes of trade, to all parts of the interior, under passports which will be issued by their consuls, and countersigned by the local authorities. These passports, if demanded, must be produced for examination in the localities passed through. If the passport be not irregular, the bearer will be allowed to proceed, and no opposition shall be offered to his hiring persons or hiring vessels for the carriage of his baggage or merchandise. If he be without a passport, or if he commit any offence against the law, he shall be handed over to the nearest consul for punishment, but he must not be subjected to any ill-usage in excess of necessary restraint. No passport need be applied for by persons going on excursions from the ports open to trade to a distance not exceeding 100 *li*, for a period not exceeding five days.

The provisions of this article do not apply to crews of ships, for the due restraint of whom regulations will be drawn up by the consul and the local authorities.

To Nanking, and other cities disturbed by persons in arms against the government, no pass shall be given until they shall have been recaptured.

ART. X. British merchant ships shall have authority to trade upon the Great river (Yang-tsz.) The upper and lower valley of the river being, however, disturbed by outlaws, no port shall be, for the present, opened to trade, with the exception of Chin-kiang, which shall be opened in a year from the date of the signing of this treaty.

So soon as peace shall have been restored, British vessels shall also be admitted to trade at such ports as far as Han-kow, not exceeding three in number, as the British minister, after consultation with the Chinese secretary of state, may determine shall be ports of entry and discharge.

ART. XI. In addition to the cities and towns of Canton, Amoy, Fuchow, Ningpo, and Shanghai, opened by the treaty of Nanking, it is agreed that British subjects may frequent the cities and ports of New-Chwang, Tang-Chow, Tai-wan, (Formosa,) Chau-Chow, (Swatow,) and Kiung-Chow, (Hainan.)

They are permitted to carry on trade with whomsoever they please, and to proceed to and fro at pleasure with their vessels and merchandise.

They shall enjoy the same privileges, advantages, and immunities at the said towns and ports as they enjoy at the ports already opened to trade, including the right of residence, of buying or renting houses, of leasing land therein, and of building churches, hospitals, and cemeteries.

ART. XII. British subjects, whether at the ports or at other places, desiring to build or open houses, warehouses, churches, hospitals, or burial grounds, shall make their agreement

for the land or buildings they require, at the rates prevailing among the people, equitably, and without exaction on either side.

ART. XIII. The Chinese government will place no restrictions whatever upon the employment, by British subjects, of Chinese subjects in any lawful capacity.

ART. XIV. British subjects may hire whatever boats they please for the transport of goods or passengers, and the sum to be paid for such boats shall be settled between the parties themselves, without the interference of the Chinese government. The number of these boats shall not be limited, nor shall a monopoly in respect to either of the boats, or of the porters or coolies engaged in carrying the goods, be granted to any parties. If any smuggling takes place in them, the offenders will, of course, be punished according to law.

ART. XV. All questions in regard to rights, whether of property or person, arising between British subjects, shall be subject to the jurisdiction of the British authorities.

ART. XVI. Chinese subjects who may be guilty of any criminal act towards British subjects shall be arrested and punished by the Chinese authorities, according to the laws of China.

British subjects who may commit any crime in China shall be tried and punished by the consul, or other public functionary authorized thereto, according to the laws of Great Britain.

Justice shall be equitably and impartially administered on both sides.

ART. XVII. A British subject having reason to complain of a Chinese, must proceed to the consulate and state his grievance. The consul will inquire into the merits of the case, and do his utmost to arrange it amicably. In like manner, if a Chinese have reason to complain of a British subject, the consul shall no less listen to his complaint, and endeavor to settle it in a friendly manner. If disputes take place of such a nature that the consul cannot arrange them amicably, then he shall request the assistance of the Chinese authorities, that they may together examine into the merits of the case, and decide it equitably.

ART. XVIII. The Chinese authorities shall at all times afford the fullest protection to the persons and property of British subjects whenever these shall have been subjected to insult or violence. In all cases of incendiarism or robbery, the local authorities shall at once take the necessary steps for the recovery of the stolen property, the suppression of disorder, and the arrest of the guilty parties, whom they will punish according to law.

ART. XIX. If any British merchant vessel, while within Chinese waters, be plundered by robbers or pirates, it shall be the duty of the Chinese authorities to use every endeavor to capture and punish the said robbers or pirates, and to recover the stolen property, that it may be handed over to the consul for restoration to the owner.

ART. XX. If any British vessel be at any time wrecked or stranded on the coast of China, or be compelled to take refuge in any port within the dominions of the Emperor of China, the Chinese authorities, on being apprised of the fact, shall immediately adopt measures for its relief and security; the persons on board shall receive friendly treatment, and shall be furnished, if necessary, with the means of conveyance to the nearest consular station.

ART. XXI. If criminals, subjects of China, shall take refuge in Hongkong, or on board the British ships there, they shall, upon due requisition by the Chinese authorities, be searched for, and, on proof of their guilt, be delivered up.

In like manner, if Chinese offenders take refuge in the houses or on board the vessels of British subjects at the open ports, they shall not be harbored or concealed, but shall be delivered up, on due requisition by the Chinese authorities, addressed to the British consul.

ART. XXII. Should any Chinese subject fail to discharge debts incurred to a British subject, or should he fraudulently abscond, the Chinese authorities will do their utmost to effect his arrest, and enforce recovery of the debts. The British authorities will likewise do their utmost to bring to justice any British subject fraudulently absconding or failing to discharge debts incurred by him to a Chinese subject.

ART. XXIII. Should natives of China who may repair to Hongkong to trade incur debts there, the recovery of such debts must be arranged for by the English courts of justice on the spot; but should the Chinese debtor abscond, and be known to have property, real or personal, within the Chinese territory, it shall be the duty of the Chinese authorities, on application by, and in concert with, the British consul, to do their utmost to see justice done between the parties.

ART. XXIV. It is agreed that British subjects shall pay, on all merchandise imported or exported by them, the duties prescribed by the tariff; but in no case shall they be called upon to pay other or higher duties than are required of the subjects of any other foreign nation.

ART. XXV. Import duties shall be considered payable on the landing of the goods, and duties of export on the shipment of the same.

ART. XXVI. Whereas the tariff fixed by Article X of the treaty of Nanking, and which was estimated so as to impose on imports and exports a duty at about the rate of five per cent. *ad valorem*, has been found, by reason of the fall in value of various articles of merchandise, therein enumerated, to impose a duty upon these considerably in excess of the rate originally assumed as above to be a fair rate, it is agreed that the said tariff shall be revised, and that, as soon as the treaty shall have been signed, application shall be made to the Emperor of China to depute a high officer of the Board of Revenue to meet at Shanghai officers to be deputed on behalf of the British government, to consider its revision together, so that the tariff, as revised, may come into operation immediately after the ratification of this treaty.

ART. XXVII. It is agreed that either of the high contracting parties to this treaty may demand a further revision of the tariff, and of the commercial articles of this treaty, at the end of ten years; but if no demand be made on either side within six months after the end of the first ten years, then the tariff shall remain in force for ten years more, reckoned from the end of the preceding ten years; and so it shall be, at the end of each successive ten years.

ART. XXVIII. Whereas it was agreed in Article X of the treaty of Nanking that British imports, having paid the tariff duties, should be conveyed into the interior free of all further charges, except a transit duty, the amount whereof was not to exceed a certain percentage on tariff value; and whereas no accurate information having been furnished of the amount of such duty, British merchants have constantly complained that charges are suddenly and arbitrarily imposed by the provincial authorities as transit duties upon produce on its way to the foreign market, and on imports on their way into the interior, to the detriment of trade; it is agreed that within four months from the signing of this treaty, at all ports now open to British trade, and within a similar period at all ports that may hereafter be opened, the authority appointed to superintend the collection of duties shall be obliged, upon application to the consul, to declare the amount of duties leviable on produce between the place of production and the port of shipment, and upon imports between the consular port in question and the inland markets named by the consul; and that a notification thereof shall be published in English and Chinese for general information.

But it shall be at the option of any British subject, desiring to convey produce purchased inland to a port, or to convey imports from a port to an inland market, to clear his goods of all transit duties, by payment of a single charge. The amount of this charge shall be leviable on exports at the first barrier they may have to pass, or on imports, at the port at which they are landed; and on payment thereof, a certificate shall be issued, which shall exempt the goods from all further inland charges whatsoever.

It is further agreed that the amount of this charge shall be calculated, as nearly as possible, at the rate of two and a half per cent. *ad valorem*, and that it shall be fixed for each article at the conference to be held at Shanghai for the revision of the tariff.

It is distinctly understood that the payment of transit dues, by commutation or otherwise,

shall in no way affect the tariff duties on imports or exports, which will continue to be levied separately and in full.

ART. XXIX. British merchant vessels of more than one hundred and fifty tons burden shall be charged tonnage dues at the rate of four mace per ton; if of one hundred and fifty tons and under, they shall be charged at the rate of one mace per ton.

Any vessel clearing from any of the open ports of China for any other of the open ports, or for Hongkong, shall be entitled, on application of the master, to a special certificate from the customs, on exhibition of which she shall be exempted from all further payment of tonnage dues in any open port of China, for a period of four months, to be reckoned from the date of her port clearance.

ART. XXX. The master of any British merchant vessel may, within forty-eight hours after the arrival of his vessel, but not later, decide to depart without breaking bulk, in which case he will not be subject to pay tonnage dues. But tonnage dues shall be held due after the expiration of the said forty-eight hours. No other fees or charges upon entry or departure shall be levied.

ART. XXXI. No tonnage dues shall be payable on boats employed by British subjects in the conveyance of passengers, baggage, letters, articles of provision, or other articles not subject to duty, between any of the open ports. All cargo boats, however, conveying merchandise subject to duty shall pay tonnage dues once in four months at the rate of one mace per register ton.

ART. XXXII. The consuls and superintendents of customs shall consult together regarding the erection of beacons or light-houses, and the distribution of buoys and light-ships, as occasion may demand.

ART. XXXIII. Duties shall be paid to the bankers, authorized by the Chinese government to receive the same in its behalf, either in sycee or in foreign money, according to the assay made at Canton on the thirteenth of July, one thousand eight hundred and forty-three.

ART. XXXIV. Sets of standard weights and measures, prepared according to the standard issued to the Canton custom-house by the Board of Revenue, shall be delivered by the superintendent of customs to the consul at each port, to secure uniformity and prevent confusion.

ART. XXXV. Any British merchant vessel arriving at one of the open ports shall be at liberty to engage the services of a pilot to take her into port. In like manner, after she has discharged all legal dues and duties, and is ready to take her departure, she shall be allowed to select a pilot to conduct her out of port.

ART. XXXVI. Whenever a British merchant vessel shall arrive off one of the open ports, the superintendent of customs shall depute one or more customs' officers to guard the ship. They shall either live in a boat of their own or stay on board the ship, as may best suit their convenience. Their food and expenses shall be supplied them from the custom-house, and they shall not be entitled to any fees whatever from the master or consignee. Should they violate this regulation, they shall be punished proportionately to the amount exacted.

ART. XXXVII. Within twenty-four hours after arrival the ship's papers, bills of lading, &c., shall be lodged in the hands of the consul, who will, within a further period of twenty-four hours, report to the superintendent of customs the name of the ship, her register tonnage, and the nature of her cargo. If, owing to neglect on the part of the master, the above rule is not complied with within forty-eight hours after the ship's arrival, he shall be liable to a fine of fifty taels for every day's delay; the total amount of penalty, however, shall not exceed two hundred taels.

The master will be responsible for the correctness of the manifest, which shall contain a full and true account of the particulars of the cargo on board. For presenting a false manifest he will subject himself to a fine of five hundred taels; but he will be allowed to correct, within

twenty-four hours after delivery of it to the customs' officers, any mistake he may discover in his manifest, without incurring this penalty.

ART. XXXVIII. After receiving from the consul the report in due form, the superintendent of customs shall grant the vessel a permit to open hatches. If the master shall open hatches and begin to discharge any goods without such permission he shall be fined five hundred taels, and the goods discharged shall be confiscated wholly.

ART. XXXIX. Any British merchant who has cargo to land or ship must apply to the superintendent of customs for a special permit. Cargo landed or shipped without such permit will be liable to confiscation.

ART. XL. No transshipment from one vessel to another can be made without special permission, under pain of confiscation of the goods so transshipped.

ART. XLI. When all dues and duties shall have been paid, the superintendent of customs shall give a port clearance, and the consul shall then return the ship's papers, so that she may depart on her voyage.

ART. XLII. With respect to articles subject, according to the tariff, to an *ad valorem* duty, if the British merchant cannot agree with the Chinese officer in affixing a value, then each party shall call two or three merchants to look at the goods, and the highest price at which any of these merchants would be willing to purchase them shall be assumed as the value of the goods.

ART. XLIII. Duties shall be charged upon the net weight of each article, making a deduction for the tare weight of congee, &c. To fix the tare on any article, such as tea, if the British merchant cannot agree with the custom-house officer, then each party shall choose so many chests out of every hundred, which being first weighed in gross shall afterwards be tared, and the average tare upon these chests shall be assumed as the tare upon the whole; and upon this principle shall the tare be fixed upon all other goods and packages. If there should be any other points in dispute which cannot be settled, the British merchant may appeal to his consul, who will communicate the particulars of the case to the superintendent of customs, that it may be equitably arranged. But the appeal must be made within twenty-four hours, or it will not be attended to. While such points are still unsettled, the superintendent of customs shall postpone the insertion of the same in his books.

ART. XLIV. Upon all damaged goods a fair reduction of duty shall be allowed, proportionate to their deterioration. If any disputes arise, they shall be settled in the manner pointed out in the clause of this treaty having reference to articles which pay duty *ad valorem*.

ART. XLV. British merchants who may have imported merchandise into any of the open ports and paid the duty thereon, if they desire to re-export the same, shall be entitled to make application to the superintendent of customs, who, in order to prevent fraud on the revenue, shall cause examination to be made by suitable officers, to see that the duties paid on such goods as entered in the custom-house books correspond with the representation made, and that the goods remain with their original marks unchanged. He shall then make a memorandum on the port clearance of the goods, and of the amount of duties paid, and deliver the same to the merchant, and shall also certify the facts to the officers of customs of the other ports. All which being done, on the arrival in port of the vessel in which the goods are laden, everything being found on examination there to correspond, she shall be permitted to break bulk and land the said goods, without being subject to the payment of any additional duty thereon. But if, on such examination, the superintendent of customs shall detect any fraud on the revenue in the case, then the goods shall be subject to confiscation by the Chinese government.

British merchants desiring to re-export duty-paid imports to a foreign country shall be entitled, on complying with the same conditions as in the case of re-exportation to another port in China, to a drawback certificate, which shall be a valid tender to the customs in payment of import or export duties.

Foreign grain brought into any port of China in a British ship, if no part thereof has been landed, may be re-exported without hindrance.

ART. XLVI. The Chinese authorities at each port shall adopt the means they may judge most proper to prevent the revenue suffering from fraud or smuggling.

ART. XLVII. British merchant vessels are not entitled to resort to other than the ports of trade declared open by this treaty. They are not unlawfully to enter other ports in China, or to carry on clandestine trade along the coasts thereof. Any vessel violating this provision shall, with her cargo, be subject to confiscation by the Chinese government.

ART. XLVIII. If any British merchant vessel be concerned in smuggling, the goods, whatever their value or nature, shall be subject to confiscation by the Chinese authorities, and the ship may be prohibited from trading further, and sent away as soon as her accounts shall have been adjusted and paid.

ART. XLIX. All penalties enforced or confiscations made under this treaty shall belong and be appropriated to the public service of the government of China.

ART. L. All official communications addressed by the diplomatic and consular agents of her Majesty the Queen to the Chinese authorities shall henceforth be written in English. They will for the present be accompanied by a Chinese version, but it is understood that, in the event of there being any difference of meaning between the English and Chinese texts, the English government will hold the sense as expressed in the English text to be the correct sense. This provision is to apply to the treaty now negotiated, the Chinese text of which has been carefully corrected by the English original.

ART. LI. It is agreed that henceforward the character 夷 "*I*" (barbarian) shall not be applied to the government or subjects of her Britannic Majesty in any Chinese official document issued by the Chinese authorities either in the capital or in the provinces.

ART. LII. British ships-of-war coming for no hostile purpose, or being engaged in the pursuit of pirates, shall be at liberty to visit all ports within the dominions of the Emperor of China, and shall receive every facility for the purchase of provisions, procuring water, and, if occasion require, for the making of repairs. The commanders of such ships shall hold intercourse with the Chinese authorities on terms of equality and courtesy.

ART. LIII. In consideration of the injury sustained by native and foreign commerce from the prevalence of piracy in the seas of China, the high contracting parties agree to concert measures for its suppression.

ART. LIV. The British government and its subjects are hereby confirmed in all privileges, immunities, and advantages conferred on them by previous treaties; and it is hereby expressly stipulated that the British government and its subjects will be allowed free and equal participation in all privileges, immunities, and advantages that may have been, or may be hereafter, granted by his Majesty the Emperor of China to the government or subjects of any other nation.

ART. LV. In evidence of her desire for the continuance of a friendly understanding, her Majesty the Queen of Great Britain consents to include in a separate article, which shall be in every respect of equal validity with the articles of this treaty, the conditions affecting indemnity for expenses incurred and losses sustained in the matter of the Canton question.

ART. LVI. The ratifications of this treaty, under the hand of her Majesty the Queen of Great Britain and Ireland and his Majesty the Emperor of China, respectively, shall be exchanged, at Peking, within a year from this day of signature.

In token whereof, the respective plenipotentiaries have signed and sealed this treaty.

Done at Tientsin, this twenty-sixth day of June, in the year of our Lord one thousand eight hundred and fifty-eight; corresponding with the Chinese date, the sixteenth day, fifth moon, of the eighth year of Hien Fung.

ELGIN AND KINCARDINE. [L. S.]

[Signature of first Chinese plenipotentiary.] [Signature of second Chinese plenipotentiary.]

[Seal of the Chinese plenipotentiaries.]

Separate article annexed to the treaty concluded between Great Britain and China on the twenty-sixth day of June, in the year one thousand eight hundred and fifty-eight.

It is hereby agreed that a sum of two millions of taels, on account of the losses sustained by British subjects through the misconduct of the Chinese authorities at Canton, and a further sum of two millions of taels on account of the military expenses of the expedition which her Majesty the Queen has been compelled to send out for the purpose of obtaining redress and of enforcing the due observance of treaty provisions, shall be paid to her Majesty's representative in China by the authorities of the Kwang Tung province.

The necessary arrangements with respect to the time and mode of effecting these payments shall be determined by her Majesty's representative, in concert with the Chinese authorities of Kwang Tung.

When the above amounts shall have been discharged in full, the British forces will be withdrawn from the city of Canton.

Done at Tientsin, this twenty-sixth day of June, in the year of our Lord one thousand eight hundred and fifty-eight; corresponding with the Chinese date, the sixteenth day, fifth moon, of the eighth year of Hien Fung.

ELGIN AND KINCARDINE. [L. S.]

[Signature of first Chinese plenipotentiary.] [Signature of second Chinese plenipotentiary.]

[Seal of the Chinese plenipotentiaries.]

AGREEMENT IN PURSUANCE OF ARTICLES 26 AND 28 OF THE TREATY OF TIENTSIN.

SIGNED AT SHANGHAE, NOVEMBER 8, 1858.

Whereas it was provided, by the treaty of Tientsin, that a conference should be held at Shanghae between officers deputed by the British government, on the one part, and by the Chinese government, on the other part, for the purpose of determining the amount of tariff duties and transit dues to be henceforth levied, a conference has been held accordingly; and its proceedings having been submitted to the right honorable the Earl of Elgin and Kincardine, high commissioner and plenipotentiary of her Majesty the Queen, on the one part, and to Kweiliang, Hwashana, Ho Kweitsing, Mingshen, and Twan Chingshih, high commissioners and plenipotentiaries of his Imperial Majesty the Emperor, on the other part, these high officers have agreed and determined upon the revised tariff hereto appended, the rate of transit dues therewith declared, together with other rules and regulations for the better explanation of the treaty aforesaid, and do hereby agree that the said tariff and rules—the latter being in ten articles thereto appended—shall be equally binding on the governments and subjects of both countries with the treaty itself.

In witness whereof, they hereto affix their seals and signatures.

Done at Shanghae, in the province of Kiangsu, this eighth day of November, in the year of our Lord eighteen hundred and fifty-eight; being the third day, of the tenth moon, of the eighth year of the reign of Hien Fung.

ELGIN AND KINCARDINE. [L. S.]

[Seal of Chinese plenipotentiaries.] [Signatures of the five Chinese plenipotentiaries.]

TARIFF OF DUTIES ON THE BRITISH TRADE WITH CHINA.

I.—TARIFF ON IMPORTS.

		T.	*m.*	*c.*	*c.*
Agar-agar	per 100 catties	0	1	5	0
Assafœtida	do	0	6	5	0
Beeswax, yellow	do	1	0	0	0
Betel-nut	do	0	1	5	0
Betel-nut, husk	do	0	0	7	5
Bicho-de-mar, black	do	1	5	0	0
white	do	0	3	5	0
Birdnests, 1st quality	per catty	0	5	5	0
2d quality	do	0	4	5	0
3d quality, or uncleaned	do	0	1	5	0
Buttons, brass	per gross	0	0	5	5
Camphor, baroos, clean	per catty	1	3	0	0
refuse	do	0	7	2	0
Canvas and cotton duck, not exceeding 50 yds. long	per piece	0	4	0	0
Cardamoms, superior	per 100 catties	1	0	0	0
inferior, or grains of Paradise	do	0	5	0	0
Cinnamon	do	1	5	0	0
Clocks	5 per cent. *ad valorem.*				
Cloves	per 100 catties	0	5	0	0
Cloves, mother	do	0	1	8	0
Coal, foreign	per ton	0	0	5	0
Cochineal	per 100 catties	5	0	0	0
Coral	per catty	0	1	0	0
Cordage, Manilla	per 100 catties	0	3	5	0
Cornelians	per 100 stones	0	3	0	0
Cornelians, beads	per 100 catties	7	0	0	0
Cotton, raw	do	0	3	5	0
Cotton piece goods, gray, white, plain, and twilled, exceeding 34 in. wide, and not exceeding 40 yds long	per piece	0	0	8	0
exceeding 34 in. wide, and not exceeding 40 yds. long	per every 10 yds.	0	0	2	0
drills and jeans, not exceeding 30 in. wide, and not exceeding 40 yds. long	per piece	0	1	0	0
not exceeding 30 in. wide, and not exceeding 30 yds. long	do	0	0	7	0
T-cloths, not exceeding 34 in. wide, and not exceeding 48 yds. long	do	0	0	8	0
not exceeding 34 in. wide, and not exceeding 24 yds. long	do	0	0	4	0
Cotton, figured and plain, not exceeding 30 in. wide, and not exceeding 40 yds. long	do	0	1	5	0
fancy, white brocades and white spotted shirtings, not exceeding 36 in. wide, and not exceeding 40 yds. long	do	0	1	0	0
printed chintzes and furnitures, not exceeding 31 in. wide, and not exceeding 30 yds. long	do	0	0	7	0
cambrics, not exceeding 46 in. wide, and not exceeding 24 yds. long	do	0	0	7	0
not exceeding 46 in. wide, and not exceeding 12 yds. long	do	0	0	3	5
muslins, not exceeding 46 in. wide, and not exceeding 24 yds. long	do	0	0	7	5
not exceeding 46 in. wide, and not exceeding 12 yds. long	do	0	0	3	5
damasks, not exceeding 36 in. wide, and not exceeding 40 yds. long	do	0	2	0	0
dimities, or quiltings, not exceeding 40 in. wide, and not exceeding 12 yds. long	do	0	0	6	5
ginghams, not exceeding 28 in. wide, and not exceeding 30 yds. long	do	0	0	3	5

Tariff on imports—Continued.

		T.	m.	c.	c.
Cotton handkerchiefs, not exceeding 1 yd. square	per dozen	0	0	2	5
fustians, not exceeding 35 yds. long	per piece	0	2	0	0
velveteens, not exceeding 34 yds. long	do	0	1	5	0
thread	per 100 catties	0	7	2	0
yarn	do	0	7	0	0
Cow bezoar, Indian	per catty	1	5	0	0
Cutch	per 100 catties	0	1	8	0
Elephants' teeth, whole	do	4	0	0	0
broken	do	3	0	0	0
Feathers, kingfishers', peacocks'	per hundred	0	4	0	0
Fishmaws	per 100 catties	1	0	0	0
Fishskins	do	0	2	0	0
Flints	do	0	0	3	0
Gambier	do	0	1	5	0
Gamboge	do	1	0	0	0
Ginseng, American, crude	do	6	0	0	0
clarified	do	8	0	0	0
Glass, window	per box of 100 sq. ft.	0	1	5	0
Glue	per 100 catties	0	1	5	0
Gold thread, real	per catty	1	6	0	0
imitation	do	0	0	3	0
Gum, Benjamin	per 100 catties	0	6	0	0
Benjamin, oil of	do	0	6	0	0
dragon's blood	do	0	4	5	0
myrrh	do	0	4	5	0
olibanum	do	0	4	5	0
Hides, buffalo and cow	do	0	5	0	0
rhinoceros	do	0	4	2	0
Horns, buffalo	do	0	2	5	0
deer	do	0	2	5	0
rhinoceros	do	2	0	0	0
Indigo, liquid	do	0	1	8	0
Isinglass	do	0	6	5	0
Lacquered ware	do	1	0	0	0
Leather	do	0	4	2	0
Linen, fine, as Irish or Scotch, not exceeding 50 yds. long	per piece	0	5	0	0
coarse, as linen and cotton, or silk and linen mixtures, not exceeding 50 yds. long	do	0	2	0	0
Lucraban seed	per 100 catties	0	0	3	5
Mace	do	1	0	0	0
Mangrove bark	do	0	0	3	0
Metals, copper, manufactured, as in sheets, rods, nails	do	1	5	0	0
unmanufactured, as in slabs	do	1	0	0	0
yellow metal, sheathing, and nails	do	0	9	0	0
Japan	do	0	6	0	0
iron, manufactured, as in sheets, rods, bars, hoops	do	0	1	2	5
unmanufactured, as in pigs	do	0	0	7	5
kentledge	do	0	0	1	0
wire	do	0	2	5	0
lead, in pigs	do	0	2	5	0
in sheets	do	0	5	5	0
quicksilver	do	2	0	0	0

Tariff on imports—Continued.

		T.	m.	c.	c.
Metals, spelter, (salable only under regulation appended)	per 100 catties	0	2	5	0
steel	do	0	2	5	0
tin	do	1	2	5	0
tin plates	do	0	4	0	0
Mother-of-pearl shell	do	0	2	0	0
Musicalboxes	5 per cent. *ad valorem.*				
Mussels, dried	per 100 catties	0	2	0	0
Nutmegs	do	2	5	0	0
Olives, unpickled, salted, or pickled	do	0	1	8	0
Opium	do	30	0	0	0
Pepper, black	do	0	3	6	0
white	do	0	5	0	0
Prawns, dried	do	0	3	6	0
Putchuck	do	0	6	0	0
Rattans	do	0	1	5	0
Rose maloes	do	1	0	0	0
Salt fish	do	0	1	8	0
Saltpetre, (salable only under regulation appended)	do	0	5	0	0
Sandalwood	do	0	4	0	0
Sapanwood	do	0	1	0	0
Seahorse teeth	do	2	0	0	0
Sharks' fins, black	do	0	5	0	0
white	do	1	5	0	0
skins	per hundred	2	0	0	0
Silver thread, real	per catty	1	3	0	0
imitation	do	0	0	3	0
Sinews, buffalo and deer	per 100 catties	0	5	5	0
Skins, fox, large	each	0	1	5	0
small	do	0	0	7	5
marten	do	0	1	5	0
sea otter	do	1	5	0	0
tiger and leopard	do	0	1	5	0
beaver	per hundred	5	0	0	0
doe, hare, and rabbit	do	0	5	0	0
squirrel	do	0	5	0	0
land otter	do	2	0	0	0
racooon	do	2	0	0	0
Smalts	per 100 catties	1	5	0	0
Snuff, foreign	do	7	2	0	0
Sticklac	do	0	3	0	0
Stockfish	do	0	5	0	0
Sulphur and brimstone, (salable only under regulation appended)	do	0	2	0	0
Telescopes, spy and opera glasses, looking-glasses and mirrors	5 per cent. *ad valorem*				
Tigers' bones	per 100 catties	1	5	5	0
Timber, masts and spars, hard wood, not exceeding 40 ft	each	4	0	0	0
60 ft	do	6	0	0	0
exceeding 60 ft	do	10	0	0	0
soft wood, not exceeding 40 ft	do	2	0	0	0
60 ft	do	4	5	0	0
exceeding 60 ft	do	6	5	0	0
beams, hard wood, not exceeding 26 ft. long, and under 12 in. square	do	0	1	5	0

Tariff on imports—Continued.

		T.	m.	c.	c.
Timber, planks, hard wood, not exceeding 24 ft. long, 12 in. wide, and 3 in. thick	per hundred	3	5	0	0
not exceeding 16 ft. long, 12 in. wide, and 3 in. thick	do	2	0	0	0
planks, soft wood	per 1,000 sq. ft.	0	7	0	0
teak	per cubic ft.	0	0	3	5
Tinder	per 100 catties	0	3	5	0
Tortoise-shell	per catty	0	2	5	0
Tortoise-shell, broken	do	0	0	7	2
Umbrellas	each	0	0	3	5
Velvets, not exceeding 34 yds. long	per piece	0	1	8	0
Watches	per pair	1	0	0	0
Watches, émaillées à perles	do	4	5	0	0
Wax, Japan	per 100 catties	0	6	5	0
Woods, camagon	do	0	0	3	0
ebony	do	0	1	5	0
garroo	do	2	0	0	0
fragrant	do	0	4	5	0
kranjee, 35 ft. long, 1 ft. 8 in. wide, and 1 ft. thick	each	0	8	0	0
laka	per 100 catties	0	1	4	5
red	do	0	1	1	5
Woollen manufactures, viz: blankets	per pair	0	2	0	0
broadcloth and Spanish stripes, habit and medium cloth, 51 *a* 61 in. wide	per chang	0	1	2	0
long ells, 31 in. wide	do	0	0	4	0
camlets, English, 31 in. wide	do	0	0	5	0
Dutch, 33 in. wide	do	0	1	0	0
imitation and bombazettes	do	0	0	3	5
cassimeres, flannel, and narrow cloth	do	0	0	4	0
lastings, 31 in. wide	do	0	0	5	0
imitation and Orleans, 34 in. wide	do	0	0	3	5
bunting, not exceeding 24 in. wide, 40 yds. long	per piece	0	2	0	0
and cotton mixtures, viz: lustres, plain and brocaded, not exceeding long31 yards	per piece	0	2	0	0
inferior Spanish stripes	per chang	0	1	0	0
yarn	per 100 catties	3	0	0	0

II.—TARIFF ON EXPORTS.

Alum	per 100 catties	0	0	4	5
green, or copperas	do	0	1	0	0
Aniseseed, star	do	0	5	0	0
broken	do	0	2	5	0
oil	do	5	0	0	0
Apricot seeds, or almonds	do	0	4	5	0
Arsenic	do	0	4	5	0
Artificial flowers	do	1	5	0	0
Bamboo ware	do	0	7	5	0
Bangles, or glass armlets	do	0	5	0	0
Beans and peas, (except from Newchwang and Tangchow)	do	0	0	6	0
Bean cake, (except from Newchwang and Tangchow)	do	0	0	3	5
Bone and horn ware	do	1	5	0	0
Brass buttons	do	3	0	0	0
foil	do	1	5	0	0
ware	do	1	0	0	0
wire	do	1	1	5	0

Tariff on exports—Continued.

		T.	m.	c.	c.
Camphor	per 100 catties	0	7	5	0
Canes	per thousand	0	5	0	0
Cantharides	per 100 catties	2	0	0	0
Capoor cutchery	do	0	3	0	0
Carpets and druggets	per hundred	3	5	0	0
Cassia lignea	per 100 catties	0	6	0	0
buds	do	0	8	0	0
twigs	do	0	1	5	0
oil	do	9	0	0	0
Castor oil	do	0	2	0	0
Chestnuts	do	0	1	0	0
China root	do	0	1	3	0
Chinaware, fine	do	0	9	0	0
coarse	do	0	4	5	0
Cinnabar	do	0	7	5	0
Clothing, cotton	do	1	5	0	0
silk	do	10	0	0	0
Coal	do	0	0	4	0
Coir	do	0	1	0	0
Copper ore	do	0	5	0	0
sheathing, old	do	0	5	0	0
and pewter ware	do	1	1	5	0
Corals, false	do	0	3	5	0
Cotton, raw	do	0	3	5	5
rags	do	0	0	4	0
Cow bezoar	per catty	0	3	6	0
Crackers, fireworks	per 100 catties	0	5	0	0
Cubebs	do	1	5	0	0
Curiosities, antiques	5 per cent. *ad valorem.*				
Dates, black	per 100 catties	0	1	5	0
Dates, red	do	0	0	9	0
Dye, green	per catty	0	8	0	0
Eggs, preserved	per thousand	0	3	5	0
Fans, feather	per hundred	0	7	5	0
paper	do	0	0	4	5
palm leaf, trimmed	per thousand	0	3	6	0
untrimmed	do	0	2	0	0
Felt cuttings	per 100 catties	0	1	0	0
caps	per hundred	1	2	5	0
Fungus, or agaric	per 100 catties	0	6	0	0
Galangal	do	0	1	0	0
Garlic	do	0	0	3	5
Ginseng, native	5 per cent. *ad valorem.*				
Corean or Japan, 1st quality	per catty	0	5	0	0
2d quality	do	0	3	5	0
Glass beads	per 100 catties	0	5	0	0
Glass or vitrified ware	do	0	5	0	0
Grass-cloth, fine	do	2	5	0	0
Grass-cloth, coarse	do	0	7	5	0
Groundnuts	do	0	1	0	0
Groundnuts, cake	do	0	0	3	0
Gypsum, ground, or plaster of Paris	do	0	0	3	0
Hair, camel's	do	1	0	0	0

Tariff on exports—Continued.

		T.	m.	c.	c.
Hair, goat's	per 100 catties	0	1	8	0
Hams	do	0	5	5	0
Hartall or orpiment	do	0	3	5	0
Hemp	do	0	3	5	0
Honey	do	0	9	0	0
Horns, deer's, young	per pair	0	9	0	0
Horns, deer's, old	per 100 catties	1	3	5	0
India ink	do	4	0	0	0
Indigo, dry	do	1	0	0	0
Ivory ware	per catty	0	1	5	0
Joss-sticks	per 100 catties	0	2	0	0
Kittysols, or paper umbrellas	per hundred	0	5	0	0
Lacquered ware	per 100 catties	1	0	0	0
Lamp wicks	do	0	6	0	0
Lead, red (minium)	do	0	3	5	0
white (ceruse)	do	0	3	5	0
yellow (massicot)	do	0	3	5	0
Leather articles, as pouches, purses	do	1	5	0	0
Leather, green	do	1	8	0	0
Liches	do	0	2	0	0
Lily flowers, dried	do	0	2	7	0
Lily seeds or lotus nuts	do	0	5	0	0
Licorice	do	0	1	3	5
Lung-ngan	do	0	2	5	0
Lung-ngan, without the stone	do	0	3	5	0
Manure cakes or poudrette	do	0	0	9	0
Marble slabs	do	0	2	0	0
Mats of all kinds	per hundred	0	2	0	0
Matting	per roll, 40 yds	0	2	0	0
Melon seeds	per 100 catties	0	1	0	0
Mother-of-pearl ware	per catty	0	1	0	0
Mushrooms	per 100 catties	1	5	0	0
Musk	per catty	0	9	0	0
Nankeen and native cotton cloths	per 100 catties	1	5	0	0
Nutgalls	do	0	5	0	0
Oil, as bean, tea, wood, cotton, and hemp seed	do	0	3	0	0
Oiled paper	do	0	4	5	0
Olive seed	do	0	3	0	0
Oyster-shell, sea-shells	do	0	0	9	0
Paint, green	do	0	4	5	0
Palampore or cotton bedquilts	per hundred	2	7	5	0
Paper, 1st quality	per 100 catties	0	7	0	0
Paper, 2d quality	do	0	4	0	0
Pearls, false	do	2	0	0	0
Peel, orange	do	0	3	0	0
pumelo, 1st quality	do	0	4	5	0
pumelo, 2d quality	do	0	1	5	0
Peppermint leaf	do	0	1	0	0
Peppermint oil	do	3	5	0	0
Pictures and paintings	each	0	1	0	0
Pictures on pith or rice paper	per hundred	0	1	0	0
Pottery, earthenware	per 100 catties	0	0	5	0
Preserves, comfits, and sweetmeats	do	0	5	0	0

Tariff on exports—Continued.

		T.	*m.*	*c.*	*c.*
Rattans, split	per 100 catties	0	2	5	0
Rattan ware	do	0	3	0	0
Rhubarb	do	1	2	5	0
Rice or paddy, wheat, millet, or other grains	do	0	1	0	0
Rugs of hair or skin	each	0	0	9	0
Samshoo	per 100 catties	0	1	5	0
Sandalwood ware	per catty	0	1	0	0
Seaweed	per 100 catties	0	1	5	0
Sesamum seed	do	0	1	3	5
Shoes and boots, leather or satin	per pairs	3	0	0	0
Shoes, straw	do	0	1	8	0
Silk, raw and thrown	per 100 catties	10	0	0	0
yellow, from Szechuen	do	7	0	0	0
reeled from dupions	do	5	0	0	0
wild raw	do	2	5	0	0
refuse	do	1	0	0	0
cocoons	do	3	0	0	0
floss, Canton	do	4	3	0	0
floss from other provinces	do	10	0	0	0
ribbons and thread	do	10	0	0	0
piece goods—pongees, shawls, scarfs, crape, satin, gauze, velvet, and embroidered goods	do	12	0	0	0
piece goods—Szechuen and Shantung	do	4	5	0	0
tassels	do	10	0	0	0
caps	per hundred	0	9	0	0
and cotton mixtures	per 100 catties	5	5	0	0
Silver and gold ware	do	10	0	0	0
Snuff	do	0	8	0	0
Soy	do	0	4	0	0
Straw braid	do	0	7	0	0
Sugar, brown	do	0	1	2	0
white	do	0	2	0	0
candy	do	0	2	5	0
Tallow, animal	do	0	2	0	0
vegetable	do	0	3	0	0
Tea	do	2	5	0	0
Tin foil	do	1	2	5	0
Tobacco, prepared	do	0	4	5	0
leaf	do	0	1	5	0
Tortoise-shell ware	per catty	0	2	0	0
Trunks, leather	per 100 catties	1	5	0	0
Turmeric	do	0	1	0	0
Twine, hemp, Canton	do	0	1	5	0
Soochow	do	0	5	0	0
Turnips, salted	do	0	1	8	0
Varnish, or crude lacquer	do	0	5	0	0
Vermicelli	do	0	1	8	0
Vermillion	do	2	5	0	0
Wax, white or insect	do	1	5	0	0
Wood, piles, poles, and joists	each	0	0	3	0
ware	per 100 catties	1	1	5	0
Wool	do	0	3	5	0

RULES.

RULE 1.—*Unenumerated goods.*

Articles not enumerated in the list of exports, but enumerated in the list of imports, when exported, will pay the amount of duty set against them in the list of imports; and, similarly, articles not enumerated in the list of imports, but enumerated in the list of exports, when imported, will pay the amount of duty set against them in the list of exports.

Articles not enumerated in the list, nor in either list of duty-free goods, will pay an *ad valorem* duty of 5 per cent., calculated on their market value.

RULE 2.—*Duty-free goods.*

Gold and silver bullion, foreign coins, flour, Indian meal, sago, biscuit, preserved meats and vegetables, cheese, butter, confectionery, foreign clothing, jewelry, plated ware, perfumery, soap of all kinds, charcoal, firewood, candles, (foreign,) tobacco, (foreign,) cigars, (foreign,) wine, beer, spirits, household stores, ships' stores, personal baggage, stationery, carpeting, druggeting, cutlery, foreign medicines, and glass and crystal ware.

The above pay no import or export duty, but, if transported into the interior, will, with the exception of personal baggage, gold and silver bullion, and foreign coins, pay a transit duty at the rate of $2\frac{1}{2}$ per cent. *ad valorem.*

A freight or part freight of duty-free commodities, (personal baggage, gold and silver bullion, and foreign coins excepted,) will render the vessel carrying them, though no other cargo be on board, liable to tonnage dues.

RULE 3.—*Contraband goods.*

Import and export trade is alike prohibited in the following articles: gunpowder, shot, cannon, fowling-pieces, rifles, muskets, pistols, and all other munitions and implements of war, and salt.

RULE 4.—*Weights and measures.*

In the calculations of the tariff, the weight of a picul of one hundred catties is held to be equal to one hundred and thirty-three and one-third pounds avoirdupois; and the length of a chang of ten Chinese feet, to be equal to one hundred and forty-one English inches.

One Chinese chih is held to equal fourteen and one-tenth inches English; and four yards English, less three inches, to equal one chang.

RULE 5.—*Regarding certain commodities heretofore contraband.*

The restrictions affecting trade in opium, cash, grain, pulse, sulphur, brimstone, saltpetre, and spelter, are relaxed under the following conditions:

1. Opium will henceforth pay thirty taels per picul import duty. The importer will sell it only at the port. It will be carried into the interior by Chinese only, and only as Chinese property; the foreign trader will not be allowed to accompany it. The provisions of Article IX of the treaty of Tien-tsing, by which British subjects are authorized to proceed into the interior with passports to trade, will not extend to it, nor will those of Article XXVIII of the same treaty, by which the transit dues are regulated; the transit dues on it will be arranged as the Chinese government see fit; nor in future revisions of the tariff is the same rule of revision to be applied to opium as to other goods.

2. *Copper cash.*—The export of cash to any foreign port is prohibited; but it shall be lawful for British subjects to ship it at one of the open ports of China to another, on compliance with the following regulation: The shipper shall give notice of the amount of cash he desires to

ship, and the port of its destination, and shall bind himself, either by a bond, with two sufficient sureties, or by depositing such other security as may be deemed by the customs satisfactory, to return, within six months from the date of clearance, to the collector at the port of shipment the certificate issued by him, with an acknowledgment thereon of the receipt of the cash at the port of destination by the collector at that port, who shall thereto affix his seal; or, failing the production of the certificate, to forfeit a sum equal in value to the cash shipped. Cash will pay no duty inwards or outwards; but a freight or part freight of cash, though no other cargo be on board, will render the vessel carrying it liable to pay tonnage dues.

3. The export of rice and all other grain whatsoever, native or foreign, no matter where grown or whence imported, to any foreign port, is prohibited; but these commodities may be carried by British merchants from one of the open ports of China to another, under the same conditions in respect of security as cash, on payment at the port of shipment of the duty specified in the tariff. No import duty will be leviable on rice or grain; but a freight, or part freight of rice or grain, though no other cargo be on board, will render the vessel importing it liable to tonnage dues.

4. *Pulse.*—The export of pulse and bean cake from Tang-chau and Newchwang, under the British flag, is prohibited. From any other of the open ports they may be shipped, on payment of the tariff duty, either to other ports of China or to foreign countries.

5. Saltpetre, sulphur, brimstone, and spelter, being munitions of war, shall not be imported by British subjects, save at the requisition of the Chinese government, or for sale to Chinese duly authorized to purchase them. No permit to land them will be issued, until the customs have proof that the necessary authority has been given to the purchaser. It shall not be lawful for British subjects to carry these commodities up the Yang-tsze-kiang, or into any port other than those open to the seaboard, nor to accompany them into the interior on behalf of Chinese. They must be sold at the ports only, and, except at the ports, they will be regarded as Chinese property.

Infractions of the conditions as above set forth, under which trade in opium, cash, grain, pulse, saltpetre, brimstone, sulphur, and spelter, may be henceforward carried on, will be punishable by confiscation of all the goods concerned.

RULE 6.—*Liability of vessels entering port.*

To the prevention of misunderstanding it is agreed that the term of twenty-four hours, within which British vessels must be reported to the consul under Article XXXVII of the treaty of Tien-tsing, shall be understood to commence from the time a British vessel comes within the limits of the port; as also the term of forty-eight hours allowed her by Article XXX of the same treaty to remain in port without payment of tonnage dues.

The limits of the ports shall be defined by the customs, with all consideration for the convenience of trade compatible with due protection of the revenue; also the limits of the anchorages within which lading and discharging is permitted by the customs; and the same shall be notified to the consuls for public information.

RULE 7.—*Transit dues.*

It is agreed that Article XXVIII of the treaty of Tien-tsing shall be interpreted to declare the amounts of transit dues legally leviable upon merchandise imported or exported by British subjects to be one-half of the tariff duties, except in the case of the duty-free goods liable to a transit duty of $2\frac{1}{2}$ per cent. *ad valorem*, as provided in article second of these rules. Merchandise shall be cleared of its transit dues under the following conditions:

In the case of imports.—Notice being given at the port of entry from which the imports are to be forwarded inland of the nature and quantity of the goods, the ship from which they have been landed, and the place inland to which they are bound, with all other necessary

particulars, the collector of customs will, on due inspection made and on receipt of the transit duty due, issue a transit duty certificate. This must be produced at every barrier station, and *viséd*. No further duty will be leviable upon imports so certificated, no matter how distant the place of their destination.

In the case of exports.—Produce purchased by a British subject in the interior will be inspected and taken account of at the first barrier it passes on its way to the port of shipment. A memorandum showing the amount of the produce, and the port at which it is to be shipped, will be deposited there by the person in charge of the produce; he will then receive a certificate, which must be exhibited and *viséd* at every barrier on his way to the port of shipment. On the arrival of the produce at the barrier nearest the port notice must be given to the customs at the port, and the transit dues due thereon being paid it will be passed. On exportation the produce will pay the tariff duty.

Any attempt to pass goods inwards or outwards, otherwise than in compliance with the rule here laid down, will render them liable to confiscation.

Unauthorized sale, *in transitu*, of goods that have been entered as above for a port will render them liable to confiscation. Any attempt to pass goods in excess of the quantity specified in the certificate will render all the goods of the same denomination named in the certificate liable to confiscation. Permission to export produce, which cannot be proved to have paid its transit dues, will be refused by the customs until the transit dues shall have been paid. The above being the arrangement agreed to regarding the transit dues, which will thus be levied once and for all, the notification required under Article XXVIII of the treaty of Tien-tsing for the information of British and Chinese subjects is hereby dispensed with.

RULE 8.—*Foreign trade under passport.*

It is agreed that Article IX of the treaty of Tien-tsing shall not be interpreted as authorizing British subjects to enter the capital city of Peking for purposes of trade.

RULE 9.—*Abolition of the meltage fee.*

It is agreed that the percentage of one tael two mace, hitherto charged in excess of duty payments to defray the expenses of melting by the Chinese government, shall be no longer levied on British subjects.

RULE 10.—*Collection of duties under one system at all ports.*

It being, by treaty, at the option of the Chinese government to adopt what means appear to it best suited to protect its revenue accruing on British trade, it is agreed that one uniform system shall be enforced at every port.

The high officer appointed by the Chinese government to superintend foreign trade will, accordingly, from time to time, either himself visit, or will send a deputy to visit the different ports. The said high officer will be at liberty, of his own choice, and independently of the suggestion or nomination of any British authority, to select any British subject he may see fit to aid him in the administration of the customs revenue; in the prevention of smuggling; in the definition of port boundaries; or in discharging the duties of harbor master; also in the distribution of lights, buoys, beacons, and the like, the maintenance of which shall be provided for out of the tonnage dues.

The Chinese government will adopt what measures it shall find requisite to prevent smuggling upon the Yang-tsze-kiang, when that river shall be opened to trade.

ELGIN AND KINCARDINE. [L. S.]

[Seal of Chinese plenipotentiaries] [Signature of five Chinese plenipotentiaries.]

FOO-CHOO.—SAMUEL L. GOUVERNEUR, JR., *Consul.*

JANUARY 1, 1861.

You will observe that, during this quarter, the number of pounds of tea taken in American bottoms was 4,695,610, costing $1,451,470; the amount, as well as I can learn, taken in British bottoms for the same period being 9,477,890, costing $2,849,367; making the whole amount of tea exported by vessels of the two nations for the half year, with the cost thereof, as follows:

American.

Third quarter 1860,	7,464,992 pounds, valued at	$1,295,000
Fourth quarter 1860,	4,695,610 pounds, valued at	1,454,470

British.

Third quarter 1860,	16,233,307 pounds, valued at	3,792,340
Fourth quarter 1860,	9,477,890 pounds, valued at	2,849,367
Total	37,871,799 pounds, valued at	9,389,177

The average cost of these teas is about thirty cents per pound, and it is supposed that at least they average in Great Britain and the United States ninety cents; thus making the amount paid in the two countries for the teas exported from this port in six months, $28,198,531.

I would also call your attention to the fact that all these teas are paid for in silver Foo-Choo dollars, making the amount paid here much larger than actually stated, as the premium on silver at this port is always at a high rate.

SWATOW.—WILLIAM BRECK, *Consul.*

MARCH 5, 1861.

Statement of trade at Swatow, China, during the year 1860, *to wit: from January* 1, *the date when opened to trade by treaty of Tien-tsing, to December* 31.

IMPORT TRADE.

The import trade at this port may be classified into three branches:

1. Consignments from Hong Kong, consisting of 3,250 chests of opium, 4,000 piculs cotton yarn, 45,000 Bombay and Bengal cotton, 70,000 pieces American and English cotton piece goods, and 1,800 pieces American and English woollen manufactures.

The opium has been brought chiefly in steamers on their way north to Amoy and Fuchow; the cotton piece goods, &c., in lorchas and west coast boats.

2. Consignments from Shanghai, 28 British and 32 American and other vessels, making a total of 60 vessels from Shanghai, with full cargoes of bean cake, nankeens, Shanghai cotton, and other articles.

3. Consignments from Singapore, Siam, and Saigon, 10 British and 11 American and other vessels, making a total of 21 vessels for said ports, with cargoes of rice, bean cake, shorts, produce, and small consignments of cotton, cotton yarn, piece goods, and opium.

Total value of import trade at this port for the year 1860, about $5,765,000.

EXPORT TRADE.

To Shanghai have been despatched 11 British and 20 American and other vessels, with 200,000 piculs of sugar, 6,500 piculs tobacco, 1,300 piculs of grass cloth, and several other articles.

To Singapore and Siam have been despatched 5 British and 4 American and other vessels, with coarse China ware, vegetables, fruits, paper and paper ware, sugar, and Chinese emigrants.

To England has been despatched one Hamburg vessel, with 5,500 piculs sugar.

To Japan has been despatched one British vessel, with 1,000 piculs sugar.

Small shipments to other ports on the coast of China have been effected by steamers and opium schooners, of which 6,000 piculs of sugar shipped to Hong Kong deserve attention.

The total value of the export trade has been about $1,500,000.

The following shipments of sugar—the prominent, and, it may be said, the only article of export of interest to foreign merchants—have been effected during this year:

From Swatow to—	Vessels.	Brown.	White.	Total.
		Piculs.	*Piculs.*	*Pounds.*
Shanghai	31	120,084	76,458	262,056
Hong Kong	5	2,329	3,873	8,273
Singapore	5	1,450	1,007	3,276
Japan	1	490	489	1,306
Cowes	1	3,488	1,938	7,235
	43	127,841	83,765	282,146

MARCH 6, 1861.

The restriction of trade to certain ports by the treaties of Nanking, Wanghia, and Whampoa, was probably unavoidable at the time, but it has sprung up and flourished in places not dreamed of by either of the contracting parties. Ningpo, it was supposed, would prove the most important mart in China, but physical causes have interfered to prevent. Commerce has been forward in some points on the coast of China, and long before treaties were contemplated, and years before the war which preceded them. Opium clippers rendezvoused at the island of Namoa, in the extreme northeastern part of the Canton province and adjacent to the present port of Swatow, situated on the principal channel of the Han, or, more properly, Tiechin river, and near where it empties into the sea. This river is said to extend within forty miles of Canton city, and is navigable between forty and fifty miles from its mouth. The water for that distance is between four and five fathoms deep, the river wide, and the banks low.

This district or prefecture of Tiechin, as it is named, includes nine cities, with towns and villages in close proximity to each other. The country is richly cultivated, and probably no part of the Chinese empire is more densely populated than this plain. The principal production of the district is sugar, which is cultivated almost to the exclusion of rice. It is the greatest and almost the only exclusively sugar district in the country, and employment is given to a large fleet of junks and coasting vessels (British and American) in conveying sugar to the north of China and south to Siam and the straits of Malacca, bringing in return rice, bean cake, grain, &c. Bean cake is largely imported from Shanghai, and is used for manure. Tobacco is extensively cultivated in the district, and grass cloth is manufactured and shipped to other ports.

Chau Chau Foo is the capital and principal city in the Tiechin district, and is situated on

the Tiechin or Han river, about forty-six miles from its mouth. The town is surrounded by a wall five and a half miles in circumference, erected in the eleventh century, and is estimated to contain five hundred thousand inhabitants. The Taoutae, or principal officer and head mandarin of the district, resides at Chau Chau. The other cities in the prefecture are Chanyang, Kieyang, Tauping, Hwuila, Tapu, Chinghai, Purring, Fungslean, (according to the mandarin pronunciation,) and Namoa.

Swatau (Shihtau) is the port of the aforesaid cities, in the Chinghai district, about ten miles below that city. It is an unwalled town, with a population of about fifty thousand. The town lies about five miles from the mouth of the river, (Tiechin or Han;) is on the great commercial thoroughfare between the south and north of China, south from Amoy one hundred and twenty and north from Hong Kong one hundred and seventy-five miles. Steamers running between Hong Kong and the northern ports regularly put in at Swatau once or twice a week, and the facilities of communication between this and all other ports are unsurpassed by any in China. The harbor, says Dr. Parker, from its accessibility by far the greatest of any one of the ports, will necessarily be much frequented by our merchant vessels, often as a port of safety from the typhoons peculiar to the China seas.

Four miles below Swatau is Masoo or Double island, lying about one mile from the mouth of the river and dividing the channel. Long before the opening of the port at Swatau by treaty, by permission of the local mandarins Double island was appropriated by Europeans as a place of residence, on account of its more healthy location and greater safety. It is an island of a few acres only, lying just at the mouth of the river and near the open sea, a few miles north of and just around the Cape of Good Hope. Vessels proceeding to Swatau to load or discharge anchor opposite the island. The harbor is unsurpassed. Europeans, for the same cause as formerly, reside here, and the United States and British consulates are for the present located here.

The natives of certain districts in China possess characteristics which give them celebrity throughout the Chinese world. Those of Tiechin are noted for maritime daring, bravery, size, and turbulence. Clannish feuds are extremely frequent, and the inhabitants of villages within a few miles of Swatau are at the present time engaged in warfare, and it is certain death for the natives of one village to be taken in or near another, but three or four miles distant. In no district in China is the hostility to foreigners greater than in this, and that not without cause. For many years this has been the important opium port in China, and the wicked impositions and practices perpetrated upon the people growing out of this at the time illegal traffic can hardly be realized. In addition to that, it is estimated that from this district, and shipped from this port, between forty and fifty thousand coolies have been seduced, stolen, and taken to Havana and the Chincha islands, not one of whom has ever returned. The opium and coolie trade contributed to make Swatau a place of resort for foreign vessels long before it was opened by treaty, and the results and horrors of their former intercourse with foreigners are yet fresh in the minds of the people, and will, undoubtedly, for a long time to come, greatly depress and embarrass trade at this port.

In addition to the causes named tending to make the inhabitants of this district inimical to Europeans, the system of customs, as recently organized under foreign advice and influence, and enforced under foreign inspection and by foreign officials, has largely contributed to interrupt trade at this port. It is difficult in China to carry out any unpopular measure, and there never was one more unpopular than the present system for the collection of customs. The people have been made to believe that it was a foreign institution, established for the benefit of foreigners. They regard it unjust and oppressive, and in this district, where the people override and are independent of the mandarins, added to former grievances, it has tended to excite a deadly hostility and to close the country against foreigners. Time and patience and a correct understanding will remedy all this; trade will become free and uninterrupted, and,

as new ports are opened in the north and the minds of the people become settled, business will revive and largely increase, and, in my judgment, the port of Swatau will become the great sugar port, and one of the most important in China.

MARCH 6, 1861.

* * * I have the honor further to advise that, should any rules or regulations be made by the Chinese government in relation to the coolie traffic at this port, it will be my pleasure to see that they are enforced and strictly obeyed by all American vessels.

Until the adoption of some such rules or regulations I shall permit no American vessel to leave the port with coolies on board, until each one fully understands where he is bound, and the nature of his contract, and is willing to abide by it, and his free consent given in the presence of his friends and relations who remain behind, with their knowledge and understanding of its probable result. * * * * * * * *

MARCH 16, 1861.

I have the honor to advise that upon my arrival here, on the 18th of February, I found unanswered a communication from the Patent Office, under date of July 20, 1860, asking "for information on some points connected with cotton and the production of sugar in China." I regret my present inability fully to reply to that communication, but at the earliest opportunity will endeavor to obtain and transmit to your department reliable information in regard to the productions and industrial arts of the Chinese within this and such other provinces as may come within my personal observation.

Chau Chau Foo is the capital of the prefecture or district of Tiechin, situated on the Han or Tiechin river, between forty and fifty miles from the sea. Swatau is the port of this district, on the Tiechin or Han river, and about five miles from its mouth. The right bank of the river, a short distance above Swatau, is rugged and mountainous, but beyond that the banks are low, and in particular the left bank is richly cultivated. The low land is easily irrigated, and in the valleys, where water is not abundant, every field is said to have its well, and the water is drawn by pole and bucket—the end of the pole weighted by stones.

Sugar-cane, tobacco, wheat, vegetables, and rice are the chief products. Sugar is the principal article of export, occasionally a small quantity of tobacco. The Chinese in this province, and I believe throughout the southern provinces, obtain their "supply of sugar from the sugar-cane," as do those from the northern, and not from the *Sorghum saccharatum*.

The sugar-mills in use in this province are of very rude but efficient construction. I quote a description of them, to the truth of which I can subscribe. The cane is pressed between two perpendicular granite cylinders; one being turned by oxen, giving a motion to the other by means of cogs cut in the granite, and shod with hard wood at each cog. The cylinders are supplied with cane by a man standing in a hole in the ground. The cane is pressed twice through the cylinders, and the juice expressed is collected in a tub sunk into the ground at the side of the press. Four bullocks are yoked abreast to the lower beam, which turns the press. The sugar-boiling house is close by the press, and the fire is fed by the refuse cane. There are three pans or boilers, each spreading from a common centre like a down leaf. The pan nearest the door receives the sugar direct from the tub at the press. The pans are skimmed from time to time by a Chinaman with a long-handled colander sort of a ladle, and he tests the sufficiency of boiling by touching the sugar with his finger and then blowing upon it. The sugar is ladled from pan No. 1 to pan No. 2, and again to No. 3, and then spread out on a shallow case, about six feet by four, to cool. With a spade-like implement the sugar is spread about and mixed in all directions until it loses its liquid state, when, with a short, thick piece of wood, with two upright handles, the sugar is rubbed over very hard until it gradually assumes

a sand-like appearance; its color gets light, and within an hour from its being sap in the cane the juice is expressed, boiled, cooled, and made into sugar.

In regard to cotton and the mode of ginning it, I can only refer to Mr. Fortune's "Three Years' Wanderings in the Northern Provinces of China," published in 1847, in which he says, when the cotton reaches the farm yard it is daily spread out on hurdles, raised about four feet from the ground, and fully exposed to the sun. When perfectly dry the process of separating from the seed commences. This is done by the well-known wheel, with two rollers, which, when turned around, draws or sucks in the cotton and rejects the seed. It is a simple and beautiful contrivance, and answers well the end for which it is designed.

JULY 1, 1861.

* * * I have also the honor to enclose a record of the arrival and departure of all vessels at and from this port, (with the exception of Chinese,) from April 10 to June 30, as evidence of the trade at this place.

The Siamese vessels are many of the American build, and most of them commanded by American masters. They come here during the southeast monsoon laden with Siamese produce, with the exception of sugar, and discharge their cargoes. They reload here with sugar from this district and proceed north, returning in the northwest monsoon to Siam.

The cargoes of bean cake imported here from the north of China are used for the manuring of land. This being the most populous district in China, every foot of land is brought to produce the greatest quantity possible.

The sugar exported from this port during the last quarter amounted to 190,869 piculs.

I have the pleasure to report that everything is quiet here, and security in a measure felt by Europeans. There is yet the same decided hostility towards foreigners, and that clause in our treaty stipulating for the peaceable occupation of sites and places for business and residences has been, in a measure, abandoned as far as the city of Swatau is concerned. The trade is there, and Europeans must reside there before this port can become what it may be.

Old residents upon this island, who have known the Chinese in this district for many years, do not consider it safe to attempt business in the city, unless for a time under protection of a naval vessel in harbor, and, as this is not at present feasible, the residences and business remain at this end of the port, while all the shipping is anchored off the city. To facilitate discharging and loading, I hope, contrary to the experience of every port in China, that time and kindness may operate advantageously upon the people.

There have been no attempts to revive the coolie trade at this port since my arrival.

The customs under foreign direction continue to have a very unfavorable effect upon trade at all the ports where established. The same amount of opium and other products find their way into the country, but not by means of European vessels as formerly or through the custom-houses.

Her Britannic Majesty's consul at this port, George N. Cairn, esq., attempted to penetrate into the interior to the Foo city Chau Chau a few days since, in a gunboat, for the purpose of making a friendly visit to the Taoutae. The people forbade the reception, broke in pieces the chair sent out for his use in approaching the city, and destroyed the house intended for his occupation. He returned, having been unable to accomplish the object of his trip.

With all this present hostility of the people towards foreigners, I still think this port, from its location, its productions, the fertility of country, its harbor, &c., will become, by the prudence of foreigners, one of the most important for shipping interests in China. * * *

APRIL 21, 1861.

All the mails from and for Europe and the United States, for all China, Japan, Manilla, and Macao, enter at and are received, distributed, and forwarded from Hong Kong once in two weeks.

Macao is a Portuguese port about four hours from Hong Kong, and steamers run over and back two or three times a week.

Manilla is a Spanish port in the island of Luzow. Steamers run once in two weeks to meet the mails at Hong Kong; time across between three and four days.

Canton is up the Canton river, eighty miles from Hong Kong. Steamers run up and down daily.

Swatau is one hundred and seventy-five miles up the coast above Hong Kong, and situated at the mouth of the Han river.

Amoy is one hundred and twenty-five miles above Swatau, and three hundred miles from Hong Kong.

Foo Choo is one hundred and eighty miles above Amoy, three hundred and five from Swatau, and four hundred and eighty from Hong Kong. It is situated on the Min river, forty-two miles from its mouth. The navigation of the river is intricate, and vessels anchor at what is called "Pagoda anchorage," twelve miles below the city. Mail steamers run from Hong Kong to Swatau, Amoy, and Foo Choo, and back, once in two weeks with the mails.

Ningpo is three hundred and fifty miles above Foo Choo, five hundred and thirty from Amoy, six hundred and fifty-five from Swatau, and eight hundred and thirty from Hong Kong. It is situated on the Yang river, about eight miles from its mouth.

Shanghai is one hundred and thirty miles above Ningpo, four hundred and eighty miles from Amoy, seven hundred and eighty-five miles from Swatau, and nine hundred and sixty miles from Hong Kong. It is situated on the Woosung river, twelve miles from where it empties into the Yangtsze river. Mail steamers run direct from Hong Kong to Shanghai on arrival of each mail, with mails for Shanghai, the north of China, Japan, and Ningpo; for the way to Ningpo is to go down the coast to Hong Kong, up the China sea to Shanghai, and down the coast in passage boats to Ningpo. Besides these regular mail steamers, private steamers owned by business houses and naval steamers are constantly running from Hong Kong to Shanghai, and occasionally these steamers touch at all the ports, affording additional facilities for passage and mails. The "Hellespont" is a private steamer.

Formosa is but a few hours across from Amoy.

SHANGHAI.—W. L. G. SMITH, *Consul.*

JUNE 10, 1861.

I have the honor to enclose you a copy of a despatch received at this consulate, under date of March 28, 1861, from Flag-Officer C. K. Stribling, United States chargé d'affaires *ad interim*, &c., relative to the opening of the Yangtsze river to trade, (enclosure No. 1;) also a printed copy of a despatch and enclosure therewith, under date of May 28, 1861, received at this consulate from C. K. Stribling, flag-officer, commanding United States squadron in the East Indies, together with my notice thereof, as published in the North Chinese Herald at this port, relative to the opening of the Yangtsze river to trade and arrangements with the insurgents, (enclosure No. 2.)

I have the honor to inform you that I issue the passes and make application to the custom-house at this port for permits to American vessels to trade on the Yangtsze river when requested, as authorized in said several despatches.

I enclose you a blank copy of the passes above referred to, (enclosures Nos. 3 and 4;) also a blank copy of application for permits above referred to, (enclosure No. 5;) also a copy of the British provisional regulations referred to in said application, (enclosure No. 6.)

LEGATION OF THE UNITED STATES,
United States Flag-Ship Hartford, Hong Kong, March 28, 1861.

SIR: I perceive by a "notification" signed by Harry S. Parks, esq., C. B., on the 9th instant, that a "provisional" arrangement has been made for opening the Yangtsze river to British trade.

Our countrymen will no doubt be disposed to engage in trade upon the river immediately; and, as the "provisional regulations," made by the authority of Sir James Hope, K. C. B., cannot be applied to American vessels or citizens of the United States, you are hereby authorized to give passes to vessels wishing to trade upon the river. These passes may be as nearly conformable to "consular passports" as the case admits of, specifying the description of vessel, master's name, number of crew, number and description of arms, and quantity of ammunition, and to conform in all respects to treaty stipulations as to contraband articles of war, trading at ports not opened by treaty to trade and commerce, &c.

These passes should be written in Chinese and English. You will aid and assist our countrymen, merchants and others, in procuring permits at the custom-house (after paying duties upon goods and all legal charges) to authorize their vessels to trade upon the river upon the same conditions prescribed for the British or most favored nation. You will also issue a pass, in English and Chinese, recommending the bearer to the kindness of the insurgent chiefs, where they have command of the river, as the vessel passes up or down, engaged in lawful trade. In it you will caution the master and all others on board not to interfere with the insurgents in their war upon the imperial authorities, or in any way to compromise the United States by aiding or assisting either party.

The present is merely a temporary arrangement, and may be altered or abrogated at any time. I hope soon to be at Shanghai, and to be able to come to some definite agreement with the imperial authorities and the insurgent chiefs as to the trade upon the Yangtsze by citizens of the United States.

I am, sir, respectfully, your obedient servant,

C. K. STRIBLING,
Flag-Officer, Chargé d' Affaires ad interim.

Extract of a despatch dated May 28, 1861.

In giving your consular pass to the imperial authorities, instead of enumerating the arms and ammunition, refer to the arms certificate granted by the imperial authorities.

C. K. STRIBLING.

Official notification.

UNITED STATES CONSULATE,
Shanghai, China, May 28, 1861.

To all whom it may concern:

The following despatch and enclosure therewith have been received at this consulate from C. K. Stribling, flag-officer, commanding United States squadron in the East Indies, and are published for the information of all whom it may concern,

W. L. G. SMITH,
United States Consul.

[Despatch.]

UNITED STATES FLAG-SHIP HARTFORD,
Shanghai, May 28, 1861.

SIR: I enclose herewith "extracts from a communication addressed to the Taeping authorities," and an extract from their reply, assenting to all the points submitted for their acceptance. You will please to have these extracts published for the information of our countrymen who are interested in the trade upon the Yangtsze and interior of China.

The Yangtsze, from Woosung to Hankow, is not safe for Chinese vessels; the banks of the river are held indiscriminately by insurgents and imperialists; neither can be said to command it. While this state of things exists the trade will be in the hands of foreigners, who now have the right to navigate the river to Hankow. I do not think there is any danger to be apprehended on the river at present; but there are so many lawless parties in the country that great care should be used by unarmed vessels in navigating the river to prevent surprise. When vessels are unavoidably detained at places not opened to trade they should be careful to do nothing to offend the inhabitants of the villages or country.

Respectfully, your obedient servant,

C. K. STRIBLING,
Flag-Officer, Commanding United States Squadron in the East Indies.

W. L. G. SMITH, Esq.,
United States Consul, Shanghai.

[Enclosure.]

Extracts from a communication addressed to the Taeping authorities by Flag-Officer Stribling, chargé d' affaires ad interim.

UNITED STATES FLAG-SHIP HARTFORD, *May* 4, 1861.

Points to be submitted to the Taeping authorities for their acceptance:

By recent arrangements at Pekin the right has been conceded to British ships of navigating the river Yangtsze, for the purpose of trade, immediately. By the treaty of Tien-tsin, between the United States and the imperial government, this right at once inures to the benefit of citizens of the United States who desire to trade upon the river.

The consul of the United States at Shanghai will issue passes to all vessels authorized to trade upon the Yangtsze, directing them to exhibit these passes to the superintendent of customs at Nankin, or any person authorized to attend to the business of foreigners.

In the event of the Taepings taking any place where American citizens are engaged in trade, they are expected to protect such persons, their property, and those in their employment, and permit them to continue their business or to leave the place with their property and persons in their employment, if they think proper to do so.

In like manner, if there should be any American citizens in such places teachers of religion they are to be protected, together with those under instruction in their schools, as well as their property, including chapels, hospitals, school-houses, and all their property, of whatever kind.

If citizens of the United States commit offences on shore they are not to be punished, but to be made prisoners and sent to the nearest consul of the United States, with a full statement of the offence committed, for punishment according to the laws of the United States; and, in like manner, if any Chinese of the Taepings commit an offence on board an American ship, he shall be delivered up to the authorities for punishment.

The consuls of the United States are authorized to give citizens of the United States passports to travel into the interior of the country. If any American citizen should be in the

territory of the Taepings, it is expected that he will be respected and protected as if the passport were directed to them.

The above points being conceded, they shall be promulgated as speedily as possible throughout all the possessions of the Taepings.

Extract from the reply of the Taeping authorities to the above.

We respectfully accede to the stipulations.

When merchant vessels pass, let them be examined by the assistant general in charge of the heavenly custom-house, and such as have passports from the consuls of your honorable country shall be at once allowed to proceed. Should your honorable country's vessels be passing (Nankin) in the night they must come to anchor off the tower at the mouth of the creek on the north bank of the Yangtsze, and as soon as it is daylight, after having been examined at the custom-house, they will be allowed to proceed.

SEPTEMBER 14, 1861.

I have the honor to enclose you a report of the import and export trade at this port for the half year ending December 31, 1860, (enclosure No. 1.) The report of the superintendent of customs for the half year ending June 30, 1861, has not yet been published.

The opening of the Yangtsze river has added to the arrivals and departures of vessels at this port. A large portion of the vessels clear for and report from ports on the coast of China and Japan and from ports in the Yangtsze river. Some go to Siam, and return laden with rice.

The arrivals from and departures to ports in the United States are few.

Many vessels of under five hundred tons burden have been trading to and fro in these seas many months, and some for several years. There are now several steam vessels which ply up and down the Yangtsze river between this port and Hankow. As a consequence, I suppose, there is less inland (overland) transportation than before, and much merchandise carried in foreign bottoms which formerly was carried in Chinese vessels.

HANKOW.—O. D. WILLIAMS, *Acting Consul.*

OCTOBER 22, 1861.

Having held the office of acting consul for the United States, under the appointment of the chargé d'affaires and Flag-Officer C. K. Stribling, dated 11th May last, to this date, I have the honor of addressing yourself for the purpose of advising the department that the viceroy, Taoutae, and all under-officials, as well as the Chinese people throughout this province, (Hupeh,) have continually manifested the most friendly disposition towards myself, as well as all American citizens who have either visited or resided within its boundaries; and it is a matter which I record with gratification, that not a single instance of discord, either with the people or officials, has occurred since the opening of this port (which, as you are aware, is in the heart of the Chinese empire) and the settling of Americans, some six months since; and all American citizens who have visited this place have conducted themselves thus far in a most exemplary manner, under the privileges for commerce and residence allowed by the United States treaties. The department will readily conclude that a continuance of this intercourse as named cannot but rapidly increase the lawful ends of commerce. During the past six months the port has been visited by some thirty American steamers and American sailing craft from Shanghai, with cargoes of imports, native and foreign goods, taking in return full cargoes of teas and native produce; and some four thousand tons of native boats, owned by American citizens, have taken full cargoes of similar produce hence to Shanghai, and each month this

traffic must increase. The imperial power of the Emperor of China upon this river is rapidly gaining back to its rule. Of the cities and towns upon its banks lately in hands of rebels between this and Shanghai, a distance of five hundred and eighty nautical miles, there now remain only two places of importance upon the river held by the Taeping or rebel party between this and Shanghai, the one Woohu and the other Nankin; and, to judge from the progress latterly made by the imperial arms, it would not be a matter for surprise if within twelve months these places should be in their possession. Experience teaches that the Taepings, or rebels, are eminently destructive in their habits, as well as extremely fanatical, and, from their actions since holding for over eight years the country in and about the city of Nankin, they have clearly proven that they have neither ability to construct nor maintain a government. Other factions of rebels against the imperial government of China exist in the rich province adjoining this of Szchuen, as well as small bands in other provinces, and it has been ascertained that they have no connexion whatever with the Nankin or Taeping party. The government of the present new Emperor has all the outward appearance of much greater energy in enforcing its rule than that of the one lately deceased, (Hienfung,) under whose sway all these disorders have arisen.

This port will probably in future be the depot for the receipt of nearly all the black teas, which have heretofore been sent to the port of Canton overland from the producing districts, and from thence to the seaboard. They will now go forward from this by the great river Yangtsze (upon the banks of which this place is situated) to Shanghai, for shipment thence; and, as a partial evidence of the capabilities of this port, it is to be noted that over 140,000 chests of teas have been sent forward during the past six months to Shanghai, together with at least ten thousand tons of oils, drugs, hemp, and sundry other native produce, all for foreign account under the late treaties, and that previously for years this river for all trade has been closed, owing to the rebellion existing, the imperial or trading party fearing all commercial pursuits of that nature, and the Taepings or rebels ignoring all commerce, either with foreigners or otherwise, and subsisting always by plunder.

My experience urges me to respectfully suggest, from having had the United States consulate held in my offices in the east the past fifteen years, (say my former partners in Hong Kong, F. T. Bush, of firm of Bush & Co., Henry Anthon, of Williams, Anthon & Co., consuls for ten years, and, in Singapore, Thomas Biddle and J. P. O'Sullivan and R. H. Anthon, vice-consul for the four years previous to the past year, always, as the records will testify, to the uniform satisfaction of the department,) that whenever the government shall appropriate a salary for the consulate at this port, it should be sufficiently large to command the services of a *first class man*, with an efficient staff in every respect. Writing, sir, from an intimate knowledge of all the China and India consular ports opened by treaties, I should say that his influence in this central position, for the good or ill of the American interests, is more vast than at any single port in China or eastward of the Cape of Good Hope. (Ex United States ministers, consuls, commodores, and merchants of past fifteen years I think will confirm this.) You will have noticed by its position the numerous large provinces of the empire which border upon this, to all of which, under the favored nation clause, the American citizen may travel, for purposes of business or pleasure, by passport from the consul. These people are totally unacquainted with the visits of the citizens of the United States, and will now for the first time mark their deportment in their midst, and also note the control which their consul may exercise over them. Should matters arise involving questions of right and wrong under existing treaties, it is not stating too much to say that the discreet management of the consul, or otherwise, cannot fail very largely to affect American interests. * * *

FEJEE ISLANDS.

LANTHALA.—J. M. BROWN, *Consul.*

JUNE 21, 1861.

* * * The fact of there being no American vessels engaged in commercial operations within the district of this consulate renders it extremely difficult to obtain such information as is desired; and, as there is no established port of entry or custom regulations, such information as I may be able to obtain must necessarily be incomplete. I would remark at this time that a reference to the consular reports of the commerce of the United States in this group of islands for the year 1850, and drawing a comparison between that and the report for 1860, shows a very great falling off.

HAYTI.

CAPE HAYTIEN.—G. E. HUBBARD, *Commercial Agent.*

APRIL 15, 1861.

I have the honor to transmit herewith my official returns for the quarter ending March 31, 1861. * * * The law referred to in my despatch, No. 40, of the 22d January, concerning trade patents to foreigners, has been somewhat modified by the Haytien government permitting foreigners to take out patents for their Haytien clerks for the administration of the interdicted branches of business. Much dissatisfaction, however, still exists, and it is much desired by all interested parties that the government should make a more direct modification, or repeal this law, so exacting and offensive to foreign houses doing business in this country.

Since my despatch of the 13th instant, concerning the seizure of the American bark William, at Fort Liberté, by the Haytien government, on suspicion of her being a slaver, nothing of importance has occurred in that case except the arrival here of her sailors, who are, and have proclaimed themselves to be, Frenchmen. It appears that those still remaining at Fort Liberté claim American rights, and they will undoubtedly be escorted here in a few days. Beyond this I have no direct information about the movements of the government regarding the vessel or crew. I have received another letter from Captain Pelletier, couched in about the same terms as the first, which has been written and sent in secret. I would respectfully call the attention of the United States government to this affair, and earnestly desire their instructions about the course I am to pursue in the premises.

* * * The department has undoubtedly received due information concerning the cession of the Dominican republic, situated in the eastern part of this island, and covering by far the largest portion of the territory of Hayti, to Spain; but I would beg to be permitted to make mention of the fact, as it will have a direct and important effect upon the commercial agency in which I have the honor of representing the United States. On the 18th March the Dominican government hoisted the Spanish flag and delivered the country to Spain. This action appears to be well received by the influential inhabitants of St. Domingo city and cibas; but those of the north of the republic, Porto Bello and St. Jago, are reported to be indignant and rebellious. Upon receiving information of these proceedings from the Spanish consul general at Port au Prince, the Haytien government issued its solemn protest against the entire

transaction, reserving to itself the right of opposition, as far as in its power ; and a copy of the protest, with a proclamation inciting the Dominican people to revolt, and promising them aid and arms in their struggles, were immediately circulated throughout the country. This proclamation was read here on the 13th instant. Fifteen hundred Dominicans have already revolted and taken their stand in the town of Las Cahobas, on the Haytien side of the frontier, and two exiled generals, lately in the Dominican army, have arrived in Port au Prince to solicit assistance. It is to be supposed that, if Spain has been enabled to retake possession of her ancient colony in this island, it has been done with the silent assent of England and France, who have always been much interested in the affairs of Hayti and Dominica, and therefore any dissensions which may arise between Hayti and that power in consequence thereof will be settled without interference on the part of the two latter. This government has, therefore, much to fear, not only from those troubles which may arise from its present attitude, but also from the probability that Spain, once firmly established in this country, will claim back the original frontiers, a greater part of which are now in the hands of the Haytiens. There has never been any definite line of separation prescribed between Hayti and Dominica since the freedom of the two countries has been acquired.

* * * I have always urged the importance of an occasional visit to the different seaports of Hayti by American vessels of war. This now becomes an absolute necessity, from the political troubles and dissensions hanging over the country. The nature of this people is not to respect the property or persons of foreigners when they can do otherwise with impunity, and their direct experience of the power of foreign nations is the only preventive. English and French men-of-war are frequent visitors to this island, and scarcely a month passes without their touching at one of the Haytien ports. I cannot sufficiently urge the importance of this demand, and I would, therefore, most strongly recommend that the honorable Secretary of the Navy be instructed to direct the vessels of the home squadron, or any others voyaging near these waters, to touch at the Haytien ports, and particularly this one, which is the nearest to the seat of the probable difficulties.

The commerce of the United States with this port remains without change. The coffee crop of this island has this year fallen short some ten million of pounds, and much embarrassment to commerce has thereby resulted. The next crop, however, promises to be large, with early deliveries, and merchants look for a brisk trade at its commencement. The Haytien paper currency has still further depreciated, the dollar being now worth six and two-thirds cents United States currency.

SEPTEMBER 30, 1861.

I have the honor to transmit herewith my trade report for the year 1860.

During the past year the arrivals here have been as follows :

American vessels	37
French	36
Hamburg	8
Prussian	1
Swedish	1
Danish	17
Dutch	1
Oldenburg	2
Hanoverian	5
English, principally small schooners from the Bahama islands	20
Haytien, principally small schooners from the Bahama islands	14
Total	142

Measuring 24,689 tons, and importing goods valued at $1,070,000 Spanish currency, and paying import duties amounting to $196,923 29 Spanish.

The clearances have been as follows :

American vessels	35
French	31
Hamburg	7
Prussian	1
Swedish	1
Danish	12
Dutch	1
Oldenburg	2
Hanoverian	4
English	20
Haytien	14
Measuring 22,107 tons	128

And leaving in port on the 1st January, 1861, fourteen vessels, measuring 2,582 tons.

The total exports from this port to all countries have been, in 1860—

Coffee, pounds	9,112,488
Cocoa, pounds	284,013
Logwood, pounds	30,013,900
Mahogany, feet	34,514
Honey, gallons	40,493
Wax, pounds	47,365

I herewith enclose the following tables of imports from the United States at Cape Haytien; exports to the United States from Cape Haytien, and exports to the United States from Gonaives :

Imports at Cape Haytien from the United States during the year 1860.

Flour, barrels	10,655
Mess pork, barrels	3,701
Ale and wines, barrels	3,395
Mackerel, barrels	845
Soap, boxes of 14 pounds each	45,550
Codfish, drums	2,665
Codfish, pounds	1,637,686
Lard, pounds	115,384
Butter, pounds	37,851
Hams, pounds	14,493
Cheese, pounds	22,931
Smoked herring, boxes	24,935
Rice, pounds	203,356
Tobacco, pounds	143,400
Blue denims, yards	298,218
White pine boards, feet	267,448
Sugar, pounds	78,347

Valued at $517,716 31.

Exports during the year 1860.

Coffee, pounds	7,115,550
Logwood, pounds	10,523
Cocoa, pounds	1,441
Mahogany, crotches	15
Honey, pounds	2,555
Peppers, barrels	229
Hides	10
Value of exports in 1860	$5,436,405 26
Value of exports in 1859	4,408,708 50
Excess exports in 1860	1,027,696 66

During the past year the rates of exchange have been as follows :

January	$14	Haytien currency to the Spanish dollar.	
February	13½	do	do.
March	14	do	do.
April	15	do	do.
May	14½	do	do.
June	15	do	do.
July	14½	do	do.
August	14	do	do.
September	12½	do	do.
October	12	do	do.
November	12	do	do.
December	12	do	do.
Average rate	13 7/12		

By the above tables it will be seen that the trade between the United States and this port is in a prosperous condition, and yearly increasing. The imports far exceed the exports in value. The balance is remitted to Europe in produce, European prices for Haytien produce being generally better than those in the United States, and the money is remitted to the latter country in bills of exchange or specie.

MEXICO.

VERA CRUZ.—CHARLES RICKIN, *Vice-Consul.*

DECEMBER 8, 1860.

In addition to a general commercial report during the last quarter, submitted to the honorable Secretary of the Treasury, and to which I respectfully beg leave to refer, I have made from the records of this office the following reliable statement of exports during the twelve months ending September 30, shipped from this port, which may prove interesting. * *

Exports from September 30, 1859, *to September* 30, 1860.

Vanilla beans	$14,381
Cochineal	57,930
Tobacco	10,363
Jalap	8,269
Coffee	24,136
Sugar	2,599
Indigo	283
Chili, &c., peppers	144
India-rubber	107
Goat skins	78,396
Deer skins	909
Hides	18,677
Old iron	2,058
Total	218,252

Of this amount $77,304 was shipped to New Orleans, $1,170 to Boston, and the balance, amounting to $139,818, exclusively to New York.

The exports of specie during the said twelve months to New Orleans amounted to $798,878; the amount shipped to New York unknown, certainly less than half the amount shipped to New Orleans.

I have also procured a reliable statement of exports to England of specie, (including shipments at Tampico,) cochineal, indigo, tobacco, vanilla beans, and jalap, per royal British mail steamers during same period, as following:

Exports to England.

Months.	Place.	Specie.	Cochineal.	Months.	Place.	Specie.	Cochineal.
1859.			*Seroons.*	1860.			*Seroons.*
October	Tampico	----------	----------	April	Vera Cruz	$34,540	36
Do	Vera Cruz	$124,000	276	May	Tampico	98,000	----------
November	Tampico	347,802	----------	Do	Vera Cruz	129,000	520
Do	Vera Cruz	53,513	74	June	Tampico	285,862	----------
December	Tampico	125,000	----------	Do	Vera Cruz	84,510	90
Do	Vera Cruz	113,239	148	July	Tampico	1,187,331	----------
1860				Do	Vera Cruz	73,641	411
January	Tampico	----------	----------	August	Tampico	86,089	----------
Do	Vera Cruz	72,803	148	Do	Vera Cruz	86,535	60
February	Tampico	140,322	----------	September	Tampico	1,897,523	----------
Do	Vera Cruz	----------	209	Do	Vera Cruz	2,106,127	336
March	Tampico	----------	----------				
Do	Vera Cruz	90,101	78				
April	Tampico	50,000	----------		Total	7,185,938	2,386

To the above amount of specie shipped must be added not less than five per cent. no regularly cleared at the custom-house, thereby to avoid export duty.

During the said period the following other shipments were made to England, viz: 348 seroons of jalap, 108 seroons of indigo, 27 seroons of tobacco, and 163 cases of vanilla. The

average value of cochineal per seroon may be placed at $150, of jalap at $125, of indigo at $200, of tobacco at $50, and of vanilla (9,000 each) at $800 per case, making a total amount of $594,250.

The chief importations from Great Britain and Ireland are, more or less, the following: Cotton, linen, and woollen fabrics of all kinds, steel and iron, hardware of all sorts, machinery, tin plates, earthenware, malt liquors, coal, &c., &c.

During the said past twelve months the following merchant marine vessels cleared at this port, viz:

Nations.	Steamers.	Barks.	Brigs.	Schooners.	Nations.	Steamers.	Barks.	Brigs.	Schooners.
American	9	11	7	30	Hamburg	------	------	7	------
English	14	4	10	12	Sardinian	------	1	1	1
French	------	15	4	------	Venezuelan	------	------	------	2
Spanish	12	1	8	2	Mexican	3	------	2	40
Danish	------	------	5	2					
Belgium	------	------	2	1	Total	38	32	46	90

The aggregate tonnage of American shipping being 16,991 tons.

The chief importations from the United States are, more or less, the following: Cotton, silks, cocoa, wines, liquors, and liqueurs, earthenware, machinery, furniture, drugs, spices, flour, provisions, arms, ice, lumber, &c., &c.; but neither their quantities nor their values can correctly be ascertained.

The continued revolutionary state of this republic has caused a general paralyzation of commerce, trade with the interior having almost entirely ceased.

Our exchanges during the above-named period averaged as follows, viz:

Mexico, from 10 to 15 per cent. discount.
Puebla, from 8 to 13 per cent. discount.
Orizaba, from 2 to 8 per cent. discount.
Jalapa, same as Orizaba.
Tampico, nominal.
London, 60 days, 48½ pence to 49 pence.
Paris, 60 days, 5 francs 5 centimes to 5 francs 10 centimes.
New Orleans, 2 per cent. premium.
New York, 1 per cent. premium.

DECEMBER 31, 1860.

Since I had the honor to submit my last quarterly report there has occurred no material change in commercial matters, the most serious results being apprehended by our merchants, unless the constitutional government of this country speedily succeeds in putting an end to the civil war.

During the quarter ending this day there were thirty-six invoices of Mexican produce verified at this consulate and shipped to New York and New Orleans, consisting of deer and goat skins, hides, jalap, cochineal, tobacco, coffee, wax figures, old copper, &c., of the aggregate value of $57,730 04; a full and perfect transcript of which shipments I herewith beg to enclose for reference of prices of goods shipped from this port to the United States, there being no price-current sheets published in this city. The specie exports to New Orleans during the said period amounted to only one hundred and seventy-eight thousand three hundred

and fifty-eight Mexican silver dollars, and to New York to twenty-five thousand seven hundred and forty-nine dollars, principally gold.

There have been some parcels (ten) of foreign goods imported during said quarter entitled to drawback, consisting of cocoa, wines, anise oil, cottons, silk scarfs, watches, fancy goods, &c.

TABASCO.—E. P. JOHNSON, *Consul.*

SEPTEMBER 30, 1861.

I have the honor to transmit herewith the customary annual report of the commerce of the United States with Tabasco for the year ending September 30, 1860, showing a total of $333,580.

The trade of all other countries during the same period amounts to only $95,000, which is about two-sevenths of that of the United States.

One of the principal causes of this increase is, that goods cannot be sent into the interior from Vera Cruz. Capitalists, therefore, cannot now, as formerly, take advantage of the pecuniary difficulties of the Mexican government to purchase the monopoly of staple articles of consumption at a rate of duties ruinous to the treasury of the country, and which compels other merchants to suspend their importations.

The civil war has been less disastrous in its effects in this State than in any other part of the republic, and the prospect of a continuance of the present state of tranquillity renders it probable that the commercial prosperity of the country will not decline very soon.

SEPTEMBER 30, 1860.

ANNUAL REPORT.

Description of the principal articles of merchandise imported into Tabasco during the year 1860 *from the United States.*

Cotton goods,	Naval stores,
Linens,	Lumber,
Woollens,	Fire-arms,
Printed cottons,	Powder and shot,
Wine, gin, brandy,	Chewing tobacco,
Cheese, butter, honey,	Cast-iron ware,
Flour, corn, lard,	Copper stills and sheating,
Potatoes, onions,	Sugar mills,
Paints and oils,	Iron and steel,
Medicines, glass,	Axes and carpenters' tools,
India-rubber goods,	Saws,
Candles,	Earthenwares.

Amounting in all, at the invoice prices in the United States, to the sum of $333,508.

Navigation and commerce of the United States at the port of Tabasco during the year ending September 30, 1860.

Class.	Name.	Tons.	Where from.	Where to.	Cargoes inward.	Value.	Cargoes outward.	Value.
Schooner.....	John B. Myers ..	255	New York.....	New York	Assorted	$17,500 00	Hides, specie, logwood, indigo	$6,405 48
Brig.....	Minatitlan	119	New Orleans ..	New Orleans ..	....do.....	70,000 00	Hides, indigo, &c	9,687 45
Schooner.....	Kasbee..... ..	158	Havana	New York.....	....	.....	Indigo, logwood.....	7,018 28
Brig.....	Minatitlan	119	New Orleans ..	New Orleans ..	Assorted	60,500 00	Sugar, hides	8,793 99
Schooner.....	Enoch Pratt	198	Guadalupe ...	New York.....	Ballast	.....	Logwood	2,618 75
Brig.....	Minatitlan.....	119	New Orleans ..	New Orleans ..	Assorted	50,500 00	Indigo, logwood....	5,603 85
Schooner.....	Suffolk	144	....do	....do	Flour and corn...	6,480 00	Hides	1,593 55
Schooner.....	Tallahassee	74	....do	...do	Flour, corn, lard .	6,450 00	Ballast	.....
Schooner.....	Whirlwind	140	New York.....	New York. ..	Ballast	.....	Logwood	1,600 00
Brig.....	Minatitlan	119	New Orleans ..	New Orleans ..	Assorted	34,500 00	Ballast	.....
			Money smuggled to balance .		....	....	....	202,608 65
		1,445				215,930 00		245,930 00

During the year ending September 30, 1860, *there entered the port of Tabasco four foreign vessels.*

No. of vessels.	Nationality.	Tons.	Where from.	Where to.	Cargoes inward.	Value.	Cargoes outward.	Value.
1	Mexican	160	Havana		Assorted	$30,000 00		
1	Spanish	167	do	Havana	do	7,500 00	Hides, logwood, beans	$3,500 00
1	French	210	Bordeaux	Bordeaux	do	45,000 00	Logwood	2,295 50
1	English	137	Liverpool	Liverpool	do	12,500 00	Indigo, fustic	2,000 00
		674				95,000 00		7,795 50

Trade and commerce of the United States with Tabasco in foreign vessels.

Class.	Name.	Tons.	Where from.	Where to.	Cargo inward.	Value.	Cargo outward.	Value.
Brig	Pablito	105	New York	Havana	Assorted	$22,600 00	Produce of the country	$10,900 00
Schooner	Mannelito	45	New Orleans		do	35,500 00		
Schooner	Union	80	do	New Orleans	do	15,050 00	Produce of the country	8,088 51
Schooner	Union	80	do		do	14,500 00		
Brig	San Juan	148		New York			Pimento, logwood, hides	2,271 25
		458				87,650 00		21,259 76

RECAPITULATION.

Importations from United States in American vessels	$245,930 00	
Importations from United States in foreign vessels	87,650 00	$338,580 00
Importations in foreign vessels from other foreign countries		95,000 00
Exces of trade of United States over all other countries		238,580 00
		333,580 00

Exports to United States in American vessels	$43,321 35	
Exports to United States in foreign vessels	21,259 76	
		$64,581 11
Money shipped clandestinely to balance		268,998 89
		333,580 00

SEPTEMBER 30, 1861.

I have the honor to transmit herewith my annual commercial report for the year 1861. The importations into this State during the year have consisted of almost every article of commerce produced or manufactured in the United States; but, as all cargoes are what are commonly called general cargoes, it is impossible to specify quantities in detail.

The importations from the United States in American vessels amount to $122,800 50, and in foreign vessels to $72,200, making a total of $195,000 50, (which is three-quarter parts of the whole trade of the State during the year,) against $45,568 61 from all other countries.

The mahogany trade is growing into importance in this State. A contract has been made this year with the British government for six thousand tons, and about ten thousand tons more have been contracted for by our merchants on private speculation.

The large stock of goods now in the place, and the unsettled state of the country, renders it probable that the coming year will show no increase in the commercial prosperity of this State.

ANNUAL REPORT FOR THE YEAR 1861.

Navigation and commerce of the United States at the port of Tabasco during the year ending September 30, 1861.

VESSELS.				CARGOES.					
Entered.		Cleared.		Inward.			Outward.		
No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
1	Laguna	1	New York....	1	Ballast.....	.....	1	148 tons mahogany...	$2,013 54
1	New Orleans..	1	New Orleans..	1	Assorted	$60,000 50	1	Indigo	865 16
1	.....do.....	1	.....do.....	1	.....do.....	12,800 00	1	Specie.....	2,700 00
1	.....do.....	1	.....do.....	1	.....do.....	50,000 00	1	Ballast.....	.....
1	Aspinwall	1	Liverpool....	1	Ballast.....	.....	1	Mahogany.....	3,300 00
1	.....do.....	1	New York....	1	.....do.....	.....	1	Logwood	1,600 00
1	Havana	1	Trieste	1	.....do.....	.....	1	.....do.....	2,661 00
7	.....	7	.....	7	.....	122,800 50	7	.....	13,139 70

Trade and commerce of the United States with Tabasco in foreign vessels.

Class.	Name.	Where from.	Where to	Cargo inward.	Value.	Cargo outward.	Value.
Brig	Emelina ...	.....	New York..	.....	.....	Logwood	$1,621 75
Schooner	Union	New Orleans	.....	Assorted	$10,500 00	.....	.....
Brig	Emelina ...	New York ..	.....	.....do.....	18,200 00	.....	.....
Brig	San Juan...	....do.....	.....	.....do.....	23,000 00	.....	.....
Schooner	Mannelito ..	New Orleans	.....	.....do.....	20,500 00	.....	.....
Total.....	.....	.....	.....	.....	72,200 00	.....	1,621 75

RECAPITULATION.

Importation from the United States in American vessels	$122,800 50	Exports to United States in American vessels.	$13,139 70
Importations from United States in foreign vessels	72,200 00	Exports to United States in foreign vessels....	1,621 75
	195,000 50		14,761 45
Importation in foreign vessels from other foreign countries.....	$45,568 61	Money shipped clandestinely to balance.....	180,239 05
Excess of trade of United States over all other countries.....	149,431 89		
	195,000 50		195,000 50

Trade and commerce of foreign countries with Tabasco in foreign vessels during the year ending September 30, 1861.

Class.	Where from.	Where to.	Cargo inwards.	Value.
Polacca	Havana	Havana	Assorted	$16,568 61
Brig	Spain	Spain	do	14,000 00
Bark	Bordeaux	Bordeaux	do	15,000 00
Total				45,568 61

NICARAGUA.

SAN JUAN DEL SUR.—RAN RUNNELLS, *Consul.*

NOVEMBER 3, 1860.

I have the honor to enclose herewith translation of a decree of this government relative to public lands, by which the department will perceive that an important change has been made in the law. Previous to the issuing of this decree, and the ratification of treaties with foreign nations, public lands were payable in government script, which was worth about twenty cents on the dollar.

The change in the law may be attributed to the buying lands by foreigners who acquired the right by treaty, and thus exciting the jealousy of the government; the cardinal principle of which appears to be to follow a system hostile to the interests of all foreigners.

[Translation.]

The president of the republic of Nicaragua to the inhabitants.

Know ye that the congress has ordered the following. The senate and the house of deputies of the republic of Nicaragua—

DECREE.

ARTICLE 1. The sale of the public lands of the republic shall be made for cash, and their product is reserved for the payment of the bonds (vales) of second class.

ART. 2. It is conceded to these persons in whose favor said bonds were issued, or to their heirs, to give them in payment for lands.

Given at Managua, March 28, 1860.

BUENAVENTURA SELVA, *D. P.*
JOSÉ ANTONIO MEFIA, *D. S.*

Approved March 30, 1860.

THOMAS MARTINEZ.

I have the honor to inform the department that the circular dated April 20, 1859, calling the attention of consuls to the joint resolution passed at the last session of Congress relative to the tobacco trade of the United States in foreign nations, was not transmitted to this consulate, and that I was not apprised of its existence until the receipt of the volume of the Commercial Relations for the year 1859.

In reply to those resolutions I beg leave to state that the law in this State relative to the growing of tobacco requires all persons cultivating this plant to register their names in a book kept for that purpose. The fees for cultivating are as follows:

For cultivating one thousand to fifty thousand plants, one dollar per thousand plants; for cultivating seventy thousand plants, fifty cents per thousand plants for all over fifty thousand plants; for cultivating less than one thousand plants, thirty-seven and a half cents for each hundred plants.

Unmanufactured and manufactured tobacco can be imported by paying seventy-five cents per pound duty. The government reserves the right of monopolizing the tobacco trade at any time, by buying the tobacco at fixed rates and reselling on its own account.

In my annual report I committed an error in saying that tobacco was a government monopoly, and that the duty was sixty cents per pound. I avail myself of this early opportunity to make the correction.

SAN JUAN DEL NORTE.—THOMAS G. BELL, *Consul.*

JANUARY 10, 1861.

I have to report that on the 1st instant the government of Nicaragua, through its commissioner, Don Ramon Saeny, took formal possession of this place in accordance with the provisions of the Zeledon-Wyke treaty.

Herewith I enclose correct translations of the decree promulgated by the president of the republic constituting San Juan del Norte a free port, (No. 1,) as likewise of the ordinance of imposts established by said commissioner, (No. 21.) Apart from the heavy municipal exactions therein designated, this latter regulation is particularly obnoxious to a majority of the merchants resident in this port, inasmuch as it is forced into operation on the day of its date—a departure from the practice of all civilized communities. Much dissatisfaction is also evinced at the additional duties imposed by article 5, and representations are now being made to the government in behalf of some modification.

No regular corporation has as yet been established for this port, the commissioner exercising discretionary powers under the authority of his government.

[Translation.]

The president of the republic to its inhabitants.

In compliance with the stipulation in Article VII of the Zeledon-Wyke treaty with her Britannic Majesty, entered into the 28th of last January, concerning the territory of Mosquitia, be it decreed: The port of San Juan del Norte is constituted and declared a free port for the commerce of all nations, under the rules established in said treaty.

Let it be communicated.

Done in Managua, the 23d day of November, 1860.

THOMAS MARTINEZ.
HERM'DO ZEPEDA.

Correct.

THOMAS G. BELL,
United States Consular Agent at San Juan del Norte.

REPUBLIC OF NICARAGUA,
San Juan del Norte, January 3, 1861.

Until otherwise arranged the following imposts will be collected in this community from to-day henceforth:

Foreign and national merchant vessels will pay fifteen (15) cents for every ton of measurement.

Vessels carrying on commercial traffic through the waters of the interior of the republic will pay fifteen (15) cents for each individual of the crew.

For every bullock slaughtered at the port one dollar ($1) will be paid.

For all sales of liquors three dollars ($3) will be paid monthly.

Five per cent. duty will be paid on merchandise imported for sale at this port, with a reservation of whatever may hereafter be decreed concerning articles prohibited or monopolized by the republic.

Every billiard table will pay one dollar ($1) impost per month.

Until otherwise arranged all proprietors of lands and houses in San Juan will pay one per centum on the capital invested.

Wholesale dealers will pay two dollars ($2) per month, and retail dealers one dollar ($1) per month; wholesale and retail dealers will pay three dollars ($3) per month.

Every person wishing to exercise the profession of pilot at this port must pay for the license which he will take out a duty of twelve dollars ($12) per annum, subjecting himself to any conditions prescribed by the regulations of the republic in this respect.

Every person wishing to exercise the profession of public auctioneer must take out a license accordingly, paying a duty of twelve dollars ($12) per annum.

Any individual who may wish to establish a lottery scheme must take out a license therefor, paying a duty of one dollar ($1) per month.

Any raffles which may take place will pay a duty hereafter to be designated.

The imposts enumerated will be paid at the office of the commissioner of the republic, whence also will be issued the licenses above mentioned.

RAMON SAENY.

The above translation is correct.

THOMAS G. BELL,
United States Commercial Agent at San Juan del Norte.

B. SQUIRE COTRELL, *Commercial Agent.*

OCTOBER 4, 1861.

I have the honor to transmit such items of commercial intelligence, &c., as I have been able to obtain, simply remarking that there being no custom or clearance house at this port it is exceedingly difficult to procure reliable information such as is required by the Department of State. All merchandise passing through this port to the interior of the republic is sent immediately up the San Juan river to Fort San Carlos, on Lake Nicaragua, at which point the custom-house for the Atlantic side is located, and nothing is registered here from which to gather statistics.

IMPORTS.

Most of the merchandise sold in the interior comes from European markets.

EXPORTS.

The principal articles of export are India-rubber, indigo, coffee, cocoa, deer skins, hides, Brazil wood, cocoa-nuts, sarsaparilla, hawksbill shell, turtle shell, &c.

These products are valued as follows: Brazil wood, per ton, $40; hides, each, $2; deer skins, each, 50 cents; cocoa, per quintal, $20; coffee, per quintal, $14; cocoa-nuts, per 1,000,

$8; sarsaparilla, per quintal, $25; hawksbill shell, per pound, $3 20; turtle shell, per pound, 25 cents.

Of these articles 58,384 pounds India-rubber have been exported since January 1 of this year, and it is estimated that Nicaragua will produce for export the present year about 1,000 bales or seroons of indigo, averaging about 200 pounds per seroon. Considerable quantities of cocoa and coffee have also been exported since the 1st of January last, and they are being cultivated in various portions of the State.

Efforts are being made for working the gold mines near the pueblo of La Libertad, Choutales, by a company of Americans, who are now engaged in introducing the necessary machinery for the successful prosecution of their enterprise.

FREIGHTS.

Hides, 25 cents each; deer skins, 1 cent each; Brazil wood, $12 per ton; indigo, $1 per 100 pounds; cocoa, $1 per 100 pounds; coffee, $1 per 100 pounds; India-rubber, no regular rates.

TONNAGE DUES.

Free port: Inside the harbor, 15 cents per ton.

FOREIGN TONNAGE.

Vessels of various classes arrived since January 1, 14,761 tons, of which eight vessels were British mail steamers, bringing the mails monthly, *via* Aspinwall.

CURRENCY.

Ounce of Costa Rica, $15; dollar piece of Costa Rica, 90 cents; silver dollar of Chili, 90 cents; ten dollars (gold) of Chili, $9; French 20-franc piece, $3 80; French 10-franc piece, $1 90; pound sterling, English, $4 80; half pound sterling, English, $2 40; ounce of New Granada, $15 50; ounce of New Granada, new, $14; dollar piece, New Granada, 95 cents; 10 reals silver, New Granada, 95 cents; ten dollar gold pieces, New Granada, $9 50. The currency is reckoned at 100 cents to the dollar.

EXCHANGE.

No regular rates.

SAN JOSÉ, COSTA RICA.—M. L. HINE, *Consul.*

FEBRUARY 15, 1861.

I have the honor herewith to enclose copies of a decree modifying, to some extent, the commercial regulations of the port of Punta Arenas; the object of the same being merely to exact the payment of duties upon foreign merchandise consumed in the said port, and in the department of Guanacaste, into which goods have heretofore been admitted free of duty; no change, materially bearing upon either foreign shipping or commerce, is affected thereby.

The said decree has been in operation since the 28th ultimo, but its publication in form has been delayed until the present time.

REPUBLIC OF COSTA RICA,
Treasury Department.

The President of the republic has been pleased to issue the decree which follows:

I, José Maria Montealegre, President of the republic of Costa Rica, empowered by Article 14 of the act No. 9 of the 10th of July of the present year, to establish and regulate the custom-house at Punta Arenas, in consequence of the abrogation of the freedom of that port—

DECREE.

CHAPTER FIRST.

Of the Custom-House of the South.

ARTICLE 1. In consequence of the provisions of Articles 1 and 2 of act 9 of 10th of July of the year now ending on the 27th January, 1861, the freedom of the port of Punta Arenas ceases, it remaining open to commerce only for export, import, and deposit, subject to the regulations by the ordinance relative to custom-houses No. 6 of 31st August, 1854, so far as it does not conflict with the present.

ART. 2. The principal custom-house of the south shall be established at Punta Arenas, beginning its operations on the 28th January.

ART. 4. Vessels of all nations may freely enter and leave the port and roadstead of Punta Arenas, subject to the regulations of ports, without paying other dues than are designated in Articles 2, 3, and 4 of chapter 4 of the ordinance cited, but may not enter or anchor in any other port, anchorage, or place within or without the Gulf on the coast of Costa Rica, without permission from the competent authority.

ART. 5. Exception is made from the preceding prohibition in favor of the launches and smaller vessels of the country which are engaged in the trade from Punta Arenas with the province of Guanacaste, or with any other port of the republic.

ART. 6. The master of every merchant vessel, national or foreign, which may arrive at the port of Punta Arenas, shall present, within eighteen hours after anchoring his vessel, a full manifest in duplicate of all his cargo, specifying the number of packages, their marks and numbers, and designating the persons to whom belonging or consigned at the foot of this manifest. The master of the vessel shall make declaration that he has on board no goods than those on the manifest, and subject himself to the penalties imposed by the laws, in case of landing anything prohibited of whatever kind.

ART. 7. The consignee of every vessel, who must be a person or firm established in the republic, shall guarantee, jointly and fully, the declaration of the master, subscribing for this purpose the declaration as reduced to proper form, and in default of a consignee, the master of a vessel must offer the guarantee of a person or firm of responsibility and credit who will subscribe the declaration mentioned.

ART. 8. The landing of any kind of articles soever between six o' clock in the afternoon and six in the morning is forbidden.

ART. 9. The guard will seize any vessel which may be found contravening the preceding article, and that, as well as the lading it may have on board, shall be declared confiscated by the administrador of the aduano upon suitable proof of the fact.

ART. 10. Every boat leaving a ship anchored in the port must touch at the custom-house wharf for the usual examination. Any that does not do so is subjected to the penalty of confiscation, as well as the articles he may carry.

ART. 11. Any vessel coming from alongside any ship which touches at any point different from that designated in the foregoing article, carrying effects or merchandise, and having the proper permit from the guard on board, shall pay a fine equal to one-quarter of the value of said effects or merchandise.

ART. 12. On board vessels which are discharging guards must be placed. These shall have a book in which to note the number of packages each lighter may take ashore, specifying the marks and numbers, and, if possible, the contents, and the name of the conductor or owner in whose charge they may go. The same particulars shall be entered on the landing ticket given him.

ART. 14. The unlading being finished the comparison of these entries shall be made, to ascertain whether or no the respective entries are exactly alike.

ART. 15. Those who intend to land foreign goods or merchandise will first present to the custom-house of Punta Arenas a manifest in detail and in triplicate of the packages, with the marks, numbers, and contents of each. Of these three copies of the manifest the administration of Punta Arenas will keep one, to compare with the permit to be issued; another will be seasonably sent to the administration at Rio Grande, and the third be forwarded to the contaduria mayor.

ART. 16. The party wishing to import into the republic, for consumption in any town, foreign merchandise not monopolized nor prohibited, will present to the custom-house at Punta Arenas an application for a correspondent permit in duplicate, under official seal, expressing the name of the conductor, number of packages he may convey, marks, number and contents specified, and the manifest to which they pertain. The administrador of the custom-house will enter the pass on one of the copies, and will keep the others to annex to the respective manifest, on which will be checked the packages for which permits are given, to ascertain how much may be entirely stricken off.

ART. 17. Every package of merchandise which shall be passed by the custom-house with permit for the interior shall be marked before its issue from the warehouse.

ART. 19. The custom-house of La Garita will examine the packages which may arrive for the interior with permits from Punta Arenas, and in case they find on the seal or band any break, or sign of their being opened forcibly, the package which gives occasion for distrust shall be examined to discover if it agree with the permit manifest, and should there be any substantial difference it shall be forthwith confiscated.

ART. 21. Sales by retail of foreign merchandise on board ship is forbidden. The captain or supercargo of the vessel who may infringe this provision shall pay a fine of one hundred dollars, which shall be tripled if the goods are subject to monopoly, or are prohibited.

ART. 22. Native or foreign traders established, or who may establish themselves, at Punta Arenas, in order to carry on their mercantile business, must obtain, without any exception, the license corresponding to the business they conduct, which must be renewed annually.

ART. 23. The price of a license to storekeepers who sell by package shall be two hundred dollars; to those who sell by the piece one hundred and twenty-five dollars, and for shopkeepers or retail traders forty dollars. It is to be understood that each establishment shal pay for a license.

ART. 24. The licenses spoken of in the preceding article shall be issued by the governor of Punta Arenas, on the application of the party interested, with a certificate that he had taken all suitable steps in the respective offices. The same governor will order note to be taken of the said licenses at the contaduria mayor, without which requisite they will be of no effect.

ART. 25. The treasury proper of Punta Arenas will collect the amounts for the licenses issued under the three preceding articles, and it will be his duty to deliver the certificates hereinbefore provided for. He will watch over their complete fulfilment, exacting summarily from infringers twice the amount of the licenses they ought to have according to the scale in which they have been trading, without prejudice to their obligations to take out the license for a whole year, including the time they may have carried it on without license.

ART. 27. The captain of a national or foreign vessel arriving at Punta Arenas, on board of which are goods of monopoly, or prohibited, and destined for other ports out of the republic, must deposit all, except gunpowder, in the warehouses of the custom-house, paying two dollars a quintal monthly for the right of deposit. The captain of the vessel who may not choose to conform to this regulation must leave the port within twelve hours after being notified by the captain of the port of the existence of such a law, which shall be by visiting the anchorage.

ART. 28. For the purpose of levying the impost or deposit fixed by the foregoing article, or, in other respect, the month begun upon is to be reckoned as ended, and merchandise in deposit is directly liable for this impost.

ART. 29. The alcaldes must note on their books the condition of packages, and notify parties of the amount of damage which will discharge the custom-house from all claim against it therefor.

ART. 30. From the 28th January aforementioned there will be a custom-house at La Garita, on the Rio Grande, to examine packages coming with permits from Punta Arenas, and note any differences.

CHAPTER SECOND.

Of warehousing in custom-house.

ARTICLE 1. Foreign merchandise may be warehoused in the custom-house stores at Punta Arenas for one year, paying two reals per month per package.

ART. 2. Nothing combustible will be admitted.

ARTICLES 3 to 9 relate to damages of such packages, exonerating the custom-house from liability.

ARTICLE 10 provides for sale of packages left in store over time, without further arrangement therefor by consignees. Costs, storage, and duties to be deducted, excess of proceeds at sale to be paid to owner, or, if unclaimed after one year, to be paid into the public treasury.

ART. 14. Merchandise which is the subject of monopoly must be warehoused, and can only be withdrawn for exportation from the republic, or upon becoming public property by force of sale by the government for its account.

ART. 20. If such merchandise is condemned by experts as unfit for use, it shall be burned or otherwise destroyed.

NEW GRANADA.

PANAMA.—AMOS B. CORWINE, *Consul.*

SEPTEMBER 30, 1861.

During the year ending September 30, 1861, 162 vessels, under the flags of various nations, entered this port, measuring in the aggregate 120,264 tons, of which 64, measuring an aggregate of 83,665 tons, were American bottoms, carrying an inward freight, the products of California and Central America, of $39,977,119 28, consisting of treasure, India-rubber, coffee, sugar, hides, deer skins, Brazil wood, principally *in transitu* to the United States and Europe, a very small proportion of which, say $500,000, was for consumption in Panama.

There entered under the British flag 35 vessels, measuring 31,590 tons, freighted with treasure, bar copper, cocoa, bark, orchilla, tobacco, balsam, Panama hats, principally *in transitu* for Europe and the United States, valued at $13,056,250.

Under the flags of New Granada, Ecuador, and Peru, there entered 63 small craft, with an aggregate tonnage of 5,009. These vessels were engaged in trade on the coast, and imported for consumption in Panama salt, lumber, hats, hogs, cattle, rice, cocoa, rubber, hides, and skins, to the value of $450,000, and *in transitu* for Europe Panama hats, bark, orchilla, cocoa, and tobacco, amounting to $400,000 in value. The total amount in value of

imports into Panama under flags of all nations, for consumption, was $1,145,310; *in transitu* for the United States, including the Atlantic and Pacific States, was $50,146,545, conveyed in American bottoms. Of this amount $36,939,119 28 was *in transitu* from California; and *in transitu* for Europe, $13,056,250, making a total of $63,202,795. During the same period there cleared from the port of Panama under the flag of the United States 64 vessels, measuring 83,665 tons. Of these 38 vessels, measuring 64,824 tons, sailed for San Francisco, carrying merchandise *in transitu* from the Atlantic States to the value of $10,169,225 12. The estimated value of general merchandise in transitu from Europe and the United States, conveyed hence to Central America in the steamers belonging to the Panama Railroad Company, (no other vessels being engaged in the trade,) is about $3,000,000, of which, say $1,200,000 was in the products of the United States.

Under the flags of New Granada, Ecuador, and Peru, 63 vessels cleared for the coast, freighted with manufactures and produce from the United States and Europe, valued at $1,400,000.

No laws have been enacted by the Granadian Confederation since my last report affecting foreign trade.

Summary statement of the foregoing value of cargoes inward.

For consumption	$1,145,310
In transitu for the United States	50,146,345
In transitu for Europe	13,056,250
Total value of cargoes	64,347,905

Value of cargoes from Panama	$250,000 00
In transitu from the United States	10,169,225 72
In transitu from Europe	2,205,625 00
Total value of cargoes	12,624,850 72

From the foregoing statement it is seen that during the year ending October 1, 1861, Panama was the centre of an inward and outward trade, covering an amount equal to	$76,972,755 72
During the year ending September 30, 1860, these values were	70,632,004 00
Showing an increase in 1861	6,340,751 72

ASPINWALL.—FRANCIS W. RICE, *Consul.*

NOVEMBER 25, 1861.

General Jones, late United States minister resident to Bogota, having taken leave of that capital, and Judge Burton not having as yet presented his credentials to General Mosquera, I have deemed it proper to translate and forward to the Treasury Department such portions of a customs decree lately issued by the new government of the United States of Columbia as bear upon the commerce between the United States and this republic. The decree is dated October 16, 1861.

ART. 10. The following are declared ports of importation, exportation, and deposit: ports of Santa Marta, Cartagena, Sabanilla, Rio Hacha, and Zespata, on the Atlantic. Those of Auraca and Meta; that of Quibdio; that of Cucuta, on the frontier of Venzuela; that of Carlosama on the frontier of Ecuador.

ART. 11. The following are declared free ports: those of Buenaventura, Tumaco, and Iscuande, on the Pacific; those of the territory of Caqueta, in the State of Cauca; those of the Archipelago of San Andres, in the State of Bolivar. Consuls will only be admitted to ports of exportation and importation.

ART. 14. Import dues will be charged upon the gross weight of the packages. The following articles shall pay five centaros per kilogramme: Merchandise in bales, cases, or whatever wooden packages without interior or exterior lining or metallic covering, or which may be introduced without covering of any kind. Assimilated to these, packed or unpacked, are raw provisions, steel, (unmanufactured,) pitch or tar, quicksilver, copper and bronze in pigs, copper boilers or kettles, zinc in bars, iron manufactured unmixed with steel; ordinary soap in bars; machines, and agricultural and artificers' tools; tanned hides and skins; lead, manufactured and unmanufactured; powder, window glass, wines in pipes and barrels, sheet zinc, sheet tin, chinaware in crates. Merchandise not comprehended in the above, pay 30 centaros per kilogramme. Passengers' baggage pay the same amount.

ART. 16. No duties will be paid on the following articles: Printed books, printing paper, hard coal, ice, vessels in pieces or complete, destined for the navigation of the interior or coast, live animals, foreign legitimate coins.

ART. 18. The rate of deposit will be 40 centaros for each 100 kilogrammes, gross weight.

ART. 19. Tonnage dues on vessels that do not exceed 100 tons, pay 40 centaros per ton; above 100 tons, 40 centaros per ton for the first 100, and 20 centaros for each additional ton.

ART. 21. *Tonnage dues must be paid in all ports including the free ports.* Vessels which contract to carry regularly and gratuitously the correspondence of the republic are excepted from tonnage dues.

ART. 24. Export duties will be paid only on quinine and tobacco of native growth, at the rate of two centaros per kilogramme.

ART. 25. All export and import dues to be paid down 50 per cent. in treasury notes, 10 per cent. in the floating debt of the fifth class, the balance in cash in the floating bonds of the sixth class, derived from back dividends on the foreign debt.

ART. 27. The charges for deposit to be paid in treasury bonds or cash.

This tariff goes into operation in 120 days after the date of the decree. The fines and penalties for the infraction of this decree are very severe, but I have not time to give them in full before the steamer leaves. Vessels will be confiscated whose masters do not present a clearance, register, and crew list, or who omit in the manifests one package or more whose gross weight shall exceed 25 kilogrammes. Those who endeavor to introduce goods clandestinely will pay double duties. Those who present deficient manifests will pay an additional duty of ten per cent., and the cargo will be examined package by package. Fifty dollars to one thousand dollars fine for each other deficient paper. Fines to the same extent on those whose manifests enumerate more goods than are on board, &c., &c.

VENEZUELA.

TREATY BETWEEN THE UNITED STATES OF AMERICA AND THE REPUBLIC OF VENEZUELA. AMITY, COMMERCE, NAVIGATION, AND SURRENDER OF FUGITIVES. CONCLUDED AT CARACCAS AUGUST 27, 1860.

By the President of the United States of America:

A PROCLAMATION.

Whereas a treaty of amity, commerce, and navigation, and for the surrender of fugitive criminals, between the United States of America and the republic of Venezuela, was concluded and signed at Caraccas on the twenty-seventh day of August, one thousand eight hundred and sixty, which treaty, being in the English and Spanish languages, is, word for word, as follows:

The United States of America and the republic of Venezuela, equally animated with the desire of maintaining the cordial relations and of tightening, if possible, the bonds of friendship between the two countries, as well as to augment, by all the means at their disposal, the commercial intercourse of their respective citizens, have mutually resolved to conclude a general convention of amity, commerce, and navigation, and for the surrender of fugitive criminals. For this purpose they have appointed as their plenipotentiaries, to wit: the President of the United States Edward A. Turpin, minister resident near the government of Venezuela; and the President of Venezuela Pedro de Las Casas, secretary of state in the department of foreign relations, who, after a communication of their respective full powers, have agreed to the following articles:

ARTICLE I.

It is the intention of the high contracting parties that there shall continue to be a firm, inviolable, and universal peace and a true and sincere friendship between the republics of the United States of America and Venezuela, and between their respective countries, territories, cities, towns, and people, without exception of persons or places. If, unfortunately, the two nations should become involved in war, one with the other, the term of six months after the declaration thereof shall be allowed to the merchants and other citizens and inhabitants respectively, on each side, during which time they shall be at liberty to withdraw themselves, with their effects and movables, which they shall have the right to carry away, send away, or sell, as they please, without the least obstruction; nor shall their effects, much less their persons, be seized during such term of six months; on the contrary, passports shall be valid for a term necessary for their return, and shall be given to them for their vessels and the effects which they may wish to carry with them or send away, and such passports shall be a safe conduct against the insults and captures which privateers may attempt against their persons and effects, and the money, debts, shares in the public funds, or in banks, or any other property, personal or real, belonging to the citizens of the one party in the territories of the other, shall not be confiscated or sequestrated.

ARTICLE II.

The citizens of each of the high contracting parties residing or established in the territory of the other shall be exempt from all compulsory military service by sea or by land, and from

all forced loans or military exactions or requisitions; nor shall they be compelled to pay any contributions whatever higher or other than those that are or may be paid by native citizens.

ARTICLE III.

The citizens of the contracting parties shall be permitted to enter, sojourn, settle, and reside in all parts of said territories, and such as may wish to engage in business shall have the right to hire and occupy warehouses, provided they submit to the laws, as well general as special, relative to the rights of travelling, residing, or trading. While they conform to the laws and regulations in force, they shall be at liberty to manage themselves their own business, subject to the jurisdiction of either party, as well in respect to the consignment and sale of their goods by wholesale or retail as with respect to the loading, unloading, and sending off their ships. They may also employ such agents or brokers as they may deem proper, and shall in all these cases be treated as the citizens of the country wherein they reside, it being, nevertheless, distinctly understood that they shall be subject to such laws and regulations also in respect to wholesale or retail. They shall have free access to the tribunals of justice, in cases to which they may be a party, on the same terms which are granted by the laws and usage of the country to native citizens, for which purpose they may employ in defence of their interests and rights such advocates, attorneys, and other agents as they may think proper.

ARTICLE IV.

The citizens of each of the high contracting parties residing in the other shall enjoy the most perfect liberty of conscience. They shall be subjected to no inconveniences whatever on account of their religious belief, nor shall they in any manner be annoyed or disturbed in the exercise of their religious worship in private houses, or in the chapels and places which they may select for that purpose, provided that in so doing they observe the decorum due to the laws, usages, and customs of the country. It is likewise agreed that the citizens of the one country dying in the territory of the other may be interred either in the ordinary cemeteries or in such others as may be selected for that purpose by their own government, or by their personal friends or representatives, with the consent of the local authorities. All such cemeteries and funeral processions going to or returning from them shall be protected from violation or disturbance.

ARTICLE V.

The citizens of each of the high contracting parties within the jurisdiction of the other shall have power to dispose of their personal property by sale, donation, testament, or otherwise; and their personal representatives, being citizens of the other contracting party, shall succeed to their personal property, whether by testament or *ab intestato*. They may take possession thereof, either by themselves or by others acting for them, at their pleasure, and dispose of the same, paying such duty only as the citizens of the country wherein the said personal property is situated shall be subject to pay in like cases. In the absence of a personal representative, the same care shall be taken of the property as by law would be taken of the property of a native in a similar case, whilst the lawful owner may take measures for securing it. If a question should arise among claimants as to the rightful ownership of the property, the same shall be [finally] decided by the judicial tribunals of the country in which it is situated.

When on the decease of any person holding real estate within the territory of one party, such real estate would by the law of the land descend on a citizen of the other were he not disqualified by alienage, the longest term which the laws of the country in which it is situated will permit shall be accorded to him to dispose of the same; nor shall he be subjected in doing

so to higher or other duties than if he were a citizen of the country wherein such real estate is situated.

ARTICLE VI.

The high contracting parties hereby agree that whatever kind of produce, manufactures, or merchandise of any foreign country can be from time to time lawfully imported into the United States in their own vessels may also be imported in the vessels of Venezuela, and no higher or other duties upon the tonnage or cargo of the vessels shall be levied or collected, whether the importation be made in a vessel under the flag of the United States or a vessel under the flag of Venezuela. And reciprocally whatever kind of produce, manufactures, or merchandise of any foreign country can be, from time to time, lawfully imported into Venezuela in her own vessels may also be imported in vessels of the United States, and no higher or other duties upon the tonnage or cargo of the vessel shall be levied or collected, whether the importation be made in a vessel under the flag of Venezuela or under the flag of the United States.

Whatever can be lawfully exported or re-exported by one party in its own vessels to any foreign country may in like manner be exported or re-exported in the vessels of the other; and the same duties, bounties, and drawbacks shall be collected and allowed, whether such exportation or re-exportation be made in vessels of the one or the other. Nor shall higher or other charges of any kind be imposed in the ports of one party on vessels of the other, than are or shall be payable in the same ports by national vessels.

ARTICLE VII.

The preceding article is not applicable to the coasting trade of the contracting parties, which is respectively reserved by each exclusively for its own citizens.

But vessels of either country shall be allowed to discharge a part of their cargoes at one port, and proceed to any other port or ports in the territories of the other to discharge the remainder, without paying higher or other port charges or tonnage duties than would be paid by national vessels in such cases, so long as this liberty shall be conceded to any foreign vessels by the laws of both countries.

ARTICLE VIII.

For the better understanding of the preceding stipulations, it has been agreed that every vessel belonging exclusively to a citizen or citizens of Venezuela, and whose captain is also a citizen of the same, such vessel having also complied with all the other requisites established by law to acquire such national character, though the construction and crew are or may be foreign, shall be considered, for all the objects of this treaty, as a Venezuelan vessel.

ARTICLE IX.

No higher or other duty shall be imposed on the importation into the United States of any article the growth, produce, or manufacture of Venezuela or of her fisheries, and no higher or other duty shall be imposed on the importation into Venezuela of any article the growth, produce, or manufacture of the United States or their fisheries, than are or shall be payable on the like articles the growth, produce, or manufacture of any other foreign country or its fisheries.

No other or higher duties or charges shall be imposed in the United States on the exportation of any article to Venezuela, nor in Venezuela on the exportation of any article to the United States, than such as are or shall be payable on the exportation of the like article to any other foreign country.

No prohibition shall be imposed on the importation of any article the growth, produce, or

manufacture of the United States or their fisheries, or of Venezuela and her fisheries, from or to the ports of the United States or Venezuela, which shall not equally extend to every other foreign country. If, however, either party shall hereafter grant to any other nation any particular favor in navigation or commerce, it shall immediately become common to the other party, freely where it shall be freely granted to such other nation, or for the same equivalent when the grant shall be conditional.

ARTICLE X.

Should one of the high contracting parties hereafter impose discriminating duties upon the products of any other nation, the other party shall be at liberty to determine the manner of establishing the origin of its own products intended to enter the country by which the discriminating duties are imposed.

ARTICLE XI.

When any vessel of either party shall be wrecked, stranded, or otherwise damaged on the coasts or within the jurisdiction of the other, their respective citizens shall receive, as well for themselves as for their vessels and effects, the same assistance which would be due to the inhabitants of the country where the accident happened, and they shall be liable to pay the same charges and dues of salvage as the said inhabitants would be liable to pay in a like case.

If the repairs which a stranded vessel may require shall render it necessary that the whole or any part of her cargo should be unloaded, no duties of custom, charges, or fees on such cargo as may be carried away shall be paid, except such as are payable in like case by national vessels.

It is understood, nevertheless, that if, while the vessel is under repair, the cargo shall be unladen and kept in a place of deposit destined for the reception of goods, the duties on which have not been paid, the cargo shall be liable to the charges and fees lawfully due to the keepers of such warehouses.

ARTICLE XII.

It shall be lawful for the citizens of either country to sail with their ships and merchandise, (contraband goods always excepted,) from any port whatever, to any port of the enemy of the other, and to sail and trade with their ships and merchandise, with perfect security and liberty, from the countries, ports, and places of those who are enemies of either party, without any opposition or disturbance whatsoever, and to pass not only directly from the places and ports of the enemy aforementioned to neutral ports and places, but also from one place belonging to an enemy to another place belonging to an enemy, whether they be or be not under the jurisdiction of the same power, unless such ports or places be effectively blockaded, besieged, or invested.

And whereas it frequently happens that vessels sail for a port or place belonging to an enemy without knowing that the same is either besieged, blockaded, or invested, it is agreed that every vessel so circumstanced may be turned away from such port or place, but she shall not be detained, nor any part of her cargo, if not contraband, be confiscated, unless, after notice of such blockade or investment, she shall again attempt to enter; but she shall be permitted to go to any other port or place she shall think proper, provided the same be not blockaded, besieged, or invested. Nor shall any vessel of either of the parties that may have entered into such port or place before the same was actually besieged, blockaded, or invested by the other be restrained from quitting such place with her cargo, nor, if found therein after the reduction and surrender of such place, shall such vessel or her cargo be liable to confiscation, but they shall be restored to the owners thereof.

ARTICLE XIII.

In order to regulate what shall be deemed contraband of war, there shall be comprised under that denomination gunpowder, saltpetre, petards, matches, balls, bombs, grenades, carcasses, pikes, halberds, swords, belts, pistols, holsters, cavalry saddles and furniture, cannon, mortars, their carriages and beds, and generally all kinds of arms, ammunition of war, and instruments fit for the use of troops. All the above articles, whenever they are destined to the port of an enemy, are hereby declared to be contraband, and just objects of confiscation; but the vessel in which they are laden, and the residue of the cargo, shall be considered free, and not in any manner infected by the prohibited goods, whether belonging to the same or a different owner.

ARTICLE XIV.

It is hereby stipulated that free ships shall give a freedom to goods, and that everything shall be deemed free and exempt which shall be found on board the ships belonging to the citizens of either of the contracting parties, although the whole lading, or any part thereof, should appertain to the enemies of either, contraband goods being always excepted. It is also agreed, in like manner, that the same liberty be extended to persons who are on board a free ship, with this effect, that, although they be enemies to either party, they are not to be taken out of that free ship unless they are soldiers, and in actual service of the enemy.

ARTICLE XV.

In time of war the merchant ships belonging to the citizens of either of the contracting parties which shall be bound to a port of the enemy of one of the parties, and concerning whose voyage and the articles of their cargo there shall be just grounds of suspicion, shall be obliged to exhibit, as well upon the high seas as in the ports or roads, not only their passports but likewise their certificates, showing that their goods are not of the quality of those which are specified to be contraband in the thirteenth article of the present convention.

ARTICLE XVI.

And that captures on light suspicions may be avoided, and injuries thence arising prevented, it is agreed that when one party shall be engaged in war, and the other party be neutral, the ships of the neutral party shall be furnished with passports, that it may appear thereby that the ships really belong to the citizens of the neutral party; they shall be valid for any number of voyages, but shall be renewed every year—that is, if the ship happens to return home in the space of a year. If the ships are laden they shall be provided not only with the passports above mentioned but also with certificates, so that it may be known whether they carry any contraband goods. No other paper shall be required, any usage or ordinance to the contrary notwithstanding. And if it shall not appear from the said certificates that there are contraband goods on board, the ships shall be permitted to proceed on their voyage. If it shall appear from the certificates that there are contraband goods on board any such ship, and the commander of the same shall offer to deliver them up, the offer shall be accepted, and a receipt for the same shall be given, and the ship shall be at liberty to pursue its voyage, unless the quantity of the contraband goods be greater than can conveniently be received on board the ship-of-war or privateer, in which case, as in all other cases of just detention, the ship shall be carried into the nearest safe and convenient port for the delivery of the same.

If any ship shall not be furnished with such passport or certificates as are above required for the same, such case may be examined by a proper judge or tribunal, and if it shall appear from other documents or proofs, admissible by the usage of nations, that the ship belongs to

the citizens or subjects of the neutral party, it shall not be confiscated, but shall be released with her cargo, (contraband goods excepted,) and be permitted to proceed on her voyage.

If the master of a ship, named in the passport, should happen to die, or be removed by any other cause, and another put in his place, the ship and cargo shall, nevertheless, be equally secure, and the passport remain in full force.

Article XVII.

If the ships of the citizens of either of the parties shall be met with on the high seas by any ship-of-war or privateer of the other, for the avoiding of any disorder the said ships-of-war or privateers shall remain out of cannon shot, and may send their boats on board the merchant ship which they shall so meet with, and may enter her to the number of two or three men only, to whom the master or commander of such ship shall exhibit his passport concerning the property of the ship; and it is expressly agreed that the neutral party shall in no case be required to go on board the examining vessel for the purpose of exhibiting his papers, or for any other examination whatever.

Article XVIII.

It is expressly agreed by the high contracting parties that the stipulations above mentioned, relative to the conduct to be observed on the sea by the cruisers of the belligerent party towards the ships of the neutral party, shall be applicable only to ships sailing without convoy; and when the said ships shall be convoyed, it being the intention of the parties to observe all the regards due to the protection of the flag displayed by public ships, it shall not be lawful to visit them, but the verbal declaration of the commander of the convoy that the ships he convoys belong to the nation whose flag he carries, and that they have no contraband goods on board, shall be considered by the respective cruisers as fully sufficient; the two parties reciprocally engaging not to admit under the protection of their convoys ships which shall have on board contraband goods destined to an enemy.

Article XIX.

In all cases where vessels shall be captured or detained, to be carried into port under pretence of carrying to the enemy contraband goods, the captor shall give a receipt for such of the papers of the vessel as he shall retain, which receipt shall be annexed to a copy of the said papers; and it shall be unlawful to break up or open the hatches, chests, trunks, casks, bales, or vessels found on board, or remove the smallest part of the goods, unless the lading be brought on shore in presence of the competent officers, and an inventory be made by them of the same. Nor shall it be lawful to sell, exchange, or alienate the said articles of contraband in any manner, unless there shall have been lawful process, and the competent judge, or judges, shall have pronounced against such goods sentence of confiscation.

Article XX.

And in such time of war, that proper care may be taken of the vessel and cargo, and embezzlement prevented, it is agreed that it shall not be lawful to remove the master, commander, or supercargo of any captured ship from on board thereof during the time the ship may be at sea after her capture, or pending the proceedings against her or her cargo, or anything relating thereto; and in all cases where a vessel of the citizens of either party shall be captured or seized and held for adjudication, her officers, passengers, and crew shall be hospitably treated. They shall not be imprisoned or deprived of any part of their wearing apparel, nor of the possession and use of their money, not exceeding for the captain, supercargo, and mate five hundred dollars each, and for the sailors and passengers one hundred dollars each.

ARTICLE XXI.

It is further agreed that in all cases the established courts for prize causes in the country to which the prizes may be conducted, shall alone take cognizance of them. And whenever such tribunal of either of the parties shall pronounce judgment against any vessel, or goods, or property claimed by the citizens of the other party, the sentence or decree shall mention the reasons or motives on which the same shall have been founded, and an authenticated copy of the sentence or decree, and of all the proceedings in the case, shall, if demanded, be delivered to the commander or agent of the said vessel without any delay, he paying the legal fees for the same.

ARTICLE XXII.

And that more abundant care may be taken for the security of the citizens of the contracting parties, and to prevent their suffering injuries, all commanders of ships of war and privateers, and all others, the said citizens shall forbear doing any damage to those of the other party, or committing any outrage against them; and, if they act to the contrary, they shall be punished, and shall also be bound in their persons and estates to make satisfaction and reparation for all damages, and the interest thereof, of whatever nature the said damages may be.

For this cause all commanders of privateers, before they receive their commissions, shall hereafter be obliged to give, before a competent judge, sufficient security by at least two responsible sureties, who have no interest in the said privateer, each of whom, together with the said commander, shall be jointly and severally bound in the sum of seven thousand dollars, or of nine thousand four hundred dollars Venezulean currency, or, if said ship be provided with above one hundred and fifty seamen or soldiers, in the sum of fourteen thousand dollars, or eighteen thousand eight hundred dollars Venezulean currency, to satisfy all damages and injuries which the said privateer, or her officers or men, or any of them, may do or commit during her cruise, contrary to the tenor of this convention, or to the laws and instructions for regulating their conduct; and, further, that in all cases of aggressions, said commission shall be revoked and annulled.

ARTICLE XXIII.

When the ships-of-war of the two contracting parties or those belonging to their citizens which are armed in war shall be admitted to enter with their prizes the ports of either of the two parties, the said public or private ships, as well as their prizes, shall not be obliged to pay any duty, either to the officers of the place, the judges, or any others; nor shall such prizes, when they come to and enter the ports of either party, be arrested or seized, nor shall the officers of the place make examination concerning the lawfulness of such prizes, but they may hoist sail at any time and depart, and carry their prizes to the places expressed in their commissions, which the commanders of such ships-of-war shall be obliged to show. It is understood, however, that the privileges conferred by this article shall not extend beyond those allowed by law or by treaty with the most favored nations.

ARTICLE XXIV.

It shall not be lawful for any foreign privateers, who have commissions from any prince or State in enmity with either nation, to fit their ships in the ports of either, to sell their prizes, or in any manner to exchange them; neither shall they be allowed to purchase provisions, except such as shall be necessary to their going to the next port of that prince or State from which they have received their commissions.

ARTICLE XXV.

No citizen of Venezuela shall apply for or take any commission or letters of marque for arming any ship or ships to act as privateers against the said United States, or any of them, or against the citizens, people, or inhabitants of the said United States, or any of them, or against the property of any of the inhabitants of any of them, from any prince or State with which the said United States shall be at war; nor shall any citizen or inhabitant of the said United States, or any of them, apply for or take any commission or letters of marque for arming any ship or ships to act as privateers against the citizens or inhabitants of Venezuela, or any of them, or the property of any of them, from any prince or State with which the said republic shall be at war; and if any person of either nation shall take such commissions or letters of marque, he shall be punished according to their respective laws.

ARTICLE XXVI.

The high contracting parties grant to each other the liberty of having in the ports of the other consuls or vice-consuls of their own appointment, who shall enjoy the same privileges and powers as those of the most favored nation; but if any of the said consuls or vice-consuls shall carry on trade, they shall be subjected to the same laws and usages to which private individuals of their nation are subjected in the same place.

It is understood that whenever either of the two contracting parties shall select a citizen of the other for a consular agent, to reside in any ports or commercial places of the latter, such consul or agent shall continue to be regarded, notwithstanding his quality of a foreign consul, as a citizen of the nation to which he belongs, and consequently shall be subject to the laws and regulations to which natives are subjected in the place of his residence. This obligation, however, shall in no respect embarrass the exercise of his consular functions, or affect the inviolability of the consular archives.

The said consuls and vice-consuls shall have the right, as such, to sit as judges and arbitrators in such differences as may arise between the masters and crews of the vessels belonging to the nation whose interests are committed to their charge without the interference of the local authorities, unless their assistance should be required, or the conduct of the crews or of the captain should disturb the order or tranquillity of the country. It is, howveer, understood that this species of judgment or arbitration shall not deprive the contending parties of the right they have to resort, on their return, to the judicial authority of their own country.

The said consuls and vice-consuls are authorized to require the assistance of the local authorities for the arrest and imprisonment of the deserters from the ships-of-war and merchant vessels of their country. For this purpose they shall apply to the competent tribunals, judges, and officers, and shall, in writing, demand such deserters, proving, by the exhibition of the registers of the vessels, the muster-rolls of the crews, or by any other official documents, that such individuals formed part of the crews; and, on this claim being substantiated, the surrender shall not be refused. Such deserters, when arrested, shall be placed at the disposal of the consuls and vice-consuls, and may be confined in the public prisons at the request and cost of those who shall claim them, in order to be sent to the vessels to which they belong, or to others of the same country. But if not sent back within three months of the day of their arrest, they shall be set at liberty, and shall not again be arrested for the same cause. However, if the deserter shall be found to have committed any crime or offence, his surrender may be delayed until the tribunal before which his case shall be pending shall have pronounced its sentence, and such sentence shall have been carried into effect.

ARTICLE XXVII.

The United States of America and the republic of Venezuela, on requisitions made in their name through the medium of their respective diplomatic and consular agents, shall deliver up to justice persons who, being charged with the crimes enumerated in the following article, committed within the jurisdiction of the requiring party, shall seek asylum or shall be found within the territories of the other: *Provided*, That this shall be done only when the fact of the commission of the crime shall be so established as to justify their apprehension and commitment for trial, if the crime had been committed in the country where the persons so accused shall be found; in all of which the tribunals of said country shall proceed and decide according to their own laws.

ARTICLE XXVIII.

Persons shall be delivered up, according to the provisions of this convention, who shall be charged with any of the following crimes, to wit: murder, (including assassination, parricide, infanticide, and poisoning;) attempt to commit murder; rape; forgery; the counterfeiting of money; arson; robbery, with violence, intimidation, or forcible entry of an inhabited house; piracy; embezzlement by public officers, or by persons hired or salaried, to the detriment of their employers, when these crimes are subject to infamous punishment.

ARTICLE XXIX.

On the part of each country the surrender shall be made only by the authority of the executive thereof. The expenses of detention and delivery effected in virtue of the preceding articles, shall be at the cost of the party making the demand.

ARTICLE XXX.

The provisions of the aforegoing articles relating to the surrender of fugitive criminals shall not apply to offences committed before the date hereof, nor to those of a political character.

ARTICLE XXXI.

This convention is concluded for the term of eight years, dating from the exchange of the ratifications; and, if one year before the expiration of that period, neither of the contracting parties shall have announced, by an official notification, its intention to the other to arrest the operations of said convention, it shall continue binding for twelve months longer, and so on, from year to year, until the expiration of the twelve months which will follow a similar declaration, whatever the time at which it may take place.

ARTICLE XXXII.

This convention shall be submitted on both sides to the approval and ratification of the respective competent authorities of each of the contracting parties, and the ratifications shall be exchanged at Caracas as soon as circumstances shall admit.

In faith whereof, the respective plenipotentiaries have signed the aforegoing articles, in the English and Spanish languages, and they have hereunto affixed their seals.

Done in duplicate, at the city of Caracas, this twenty-seventh day of August, in the year of our Lord one thousand eight hundred and sixty.

E. A. TURPIN. [L. S.]
PEDRO DE LAS CASAS. [L. S.]

And whereas the said treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged in the city of Caraccas on the ninth day of August last:

Now, therefore, be it known that I, ABRAHAM LINCOLN, President of the United States of America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled by the United States and the citizens thereof.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this twenty-fifth day of September, in the year of our [L. S.] Lord one thousand eight hundred and sixty-one, and of the independence of the United States the eighty-sixth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD, *Secretary of State.*

LAGUAYRA.—ANDREW J. SMITH, *Consul.*

JANUARY 28, 1861.

I have the honor to transmit enclosed the quarterly statement of the trade between the United States and this port, ending December 31, 1860, and showing an increase of $41,085 97 in the imports, and $5,518 18 in the exports over the preceding quarter.

I have no changes to note in any of the laws affecting commerce.

The executive decree of August 14, 1860, exempting from duty rice, corn, beans, peas, potatoes, salt beef, and lard, continues in force.

Congress, which should have met for its annual session on the 20th of this month, has not yet assembled for want of a quorum.

Our crops, owing to the unsettled state of the country, are extremely backward, and very high prices in consequence prevail for all articles of exportation. Cocoa, of which almost the entire crop has been lost or left unpicked, commands really fabulous prices to meet the demands for the Spanish markets. But what is most seriously felt by the country at large is the failure of our grain crops, which compels the importation of all kinds of cereals, and keeps prices exorbitantly high, notwithstanding the removal of the duties with the view of cheapening the cost to consumers.

E. DE SALA, *Vice-Consul.*

APRIL 12, 1861.

* * * Herewith I have the honor to transmit the quarterly statement of the trade between the United States and this port during the quarter ending March 31, 1861, exhibiting an increase of $21,127 23 in the imports, and a decrease of $15,220 58 in the exports, which I attribute in part to our short crop of coffee and high prices; but there is no doubt that it has, to a great extent, also been owing to the very low prices in the American markets.

I have no changes to note in any of the laws affecting commerce.

Congress assembled on the 16th March, and appears to be animated by the most liberal spirit and a firm purpose of vesting the executive with every necessary power to insure the speedy pacification of the country. The executive decree of the 14th August, 1860, exempting corn, rice, beans, peas, potatoes, salt beef, and lard from duties, still remains in force.

The scarcity of grain is still severely felt, but prices have fallen in consequence of very heavy importations, principally from the United States.

Government have named a committee of merchants and planters to report upon the best means of extending and improving the cultivation of cotton in the republic; a step taken, it is rumored, at the suggestion of her Britannic Majesty's government. Hitherto the production of this article has been limited, and the quality, except in one or two districts, not above middling. But a general impression exists that the soil is very favorable, and that by care and improvements the quality would have nothing to desire.

Upon the state of trade generally I have nothing to report to the department. Business, with very short intervals of dulness, caused more by the want of assortments than of demand, has been brisk, notwithstanding the great distress caused by the civil war which still desolates the country. The scarcity of money, however, is scarcely felt, and the paper currency issued by government in the month of August last and January instant have but increased the financial embarrassments of trade.

* * * * * * * * *

PUERTO CABELLO.—JOSEPH CASTEL, *Vice-Consul.*

JULY 27, 1861.

Imports from and exports to the United States during the years 1859 *and* 1860.

Places.	IMPORTS.						EXPORTS.	
	1859.			1860.			1859.	1860.
	Vessels.	Tonnage.	Amount.	Vessels.	Tonnage	Amount.	Amount.	Amount.
New York	20	3,737	$139,575 10	19	3,533	$118,938 70	$496,829 53	$260,300 40
Philadelphia	16	4,897	89,457 98	18	5,444	127,602 12	624,613 68	589,564 70
Baltimore	5	787	34,208 92				128,882 69	
Total	41	9,421	263,242 00	37	8,977	246,540 82	1,250,325 90	849,865 10
Diff. favor of 1859			16,701 18				410,460 80	

ECUADOR.

TUMBEZ.—LEONARD G. SANFORD, *Consul.*

APRIL 10, 1861.

I have the honor to inform you that a decree has been recently promulgated by the supreme government which will doubtless indirectly prove to be the cause of much detriment to our whaling vessels that frequent this port, inasmuch as it totally interdicts the carriage by sea of any article of merchandise from this to any other port in or out of Peru. This place, for many years, has been a resort for our whalers, who have justly considered it unsurpassed for the purpose of obtaining fresh "recruits" and supplies of various kinds, found necessary after their long cruises. These are principally paid for by the articles of trade brought from the

United States by the vessels for this purpose. The greater portion of these effects are, immediately after purchase, sent by the merchants here to other parts of the coast, which can be profitably done only by sea. This being now prohibited by the specified decree, this barter with our vessels can no longer be carried on except under very disadvantageous circumstances; and unless the decree is repealed they will be obliged to go to other ports in order to dispose of their goods.

The interests of this port are probably in a greater degree identified with our whaling fleet than any others in the Pacific, having been literally almost built up and maintained by it. Various inducements have been offered for these vessels to make it their port, and, with few exceptions, they have met with every indulgence. Many of the natives are in the habit of embarking in them. This has met with no encouragement from the authorities.

It is impossible to procure any reliable data on which could be founded such statistics as are contemplated by section 158 of the "regulations;" the records of the custom-house being very imperfect, and large quantities are also disposed of without any legal formality, but little supervision being exercised by the custom authorities. The greater portion of the goods are exempt from duties, in conformity with a clause in the treaty to that effect.

The commerce of this port being, as heretofore said, chiefly dependent on American whalers, in common with all others in the Pacific similarly circumstanced, is thought to be on the decline. The gradual failure of the fishing grounds, together with the increased expense of fitting out vessels for this pursuit, cause the profits to be much less than formerly. For the last two years no new ships have been built for or added to this business, while many have been sold into the merchant service or broken up on their arrival home.

The above reasons will account for the falling off of the number of vessels observable in my returns within the last two years, as compared with former ones. During that period the only American arrival, other than whalers, was the schooner Page, from San Francisco, which brought part of a load of pine lumber. This article has always met with a ready sale, but is seldom offered here. When it is considered that there is no printing press nor has there ever been a publication of any description in this district, the utter impossibility of compiling in a correct tabular form its present relative commercial prosperity with that of former years will be readily perceived.

This is one of the most fertile spots in Peru. Tropical fruits of almost every description grow luxuriantly and with scarcely an attempt at cultivation. With the aid of irrigation, (which could be done at comparatively a small cost,) large tracts of land might easily be rendered suitable for agricultural purposes. It will be remembered that this was the first place in Peru where Pizarro commenced his devastating career. At that epoch, under the dominion of the Incas, its natural advantages were fully appreciated and heightened by artificial means; and even at this day the remains of their gigantic aqueducts and the traces of the high state of cultivation which this district was under by the beneficent rulers and institutions of the unfortunate aborigines, renders the present contrast more striking and surprising that in this age no effort should be made to embrace the advantages that nature and reason have so clearly pointed out.

Two owners of plantations in this district have recently commenced the culture of the tobacco plant, and should the experiment prove successful this may be a precedent for others to follow their example. It is, however, very doubtful if it ever arises to the importance of a staple in this section, the neighboring republic of Ecuador being already too extensively engaged in this business to admit of profitable competition, and the soil is also pronounced to be better adapted to it in that country. Considerable quantities are brought from there in the leaf, and sent to Callao and Lima for manufacturing purposes. It is free of duty when brought here by land. The only enemy it appears to have is a worm that attacks, and, in some instances, absolutely riddles the leaf. That manufactured in the country is used exclusively for

smoking. Chewing is unknown among the native population; and the small quantity of snuff consumed is imported from the United States and Europe.

The culture is carried on in a very careless manner, and is not found to be so profitable as formerly. No fertilizer is used in the cultivation. There seems to be no preference for one species of the plant over another. No impost nor restriction of any kind exists on it in any stage. The amount consumed annually per head, without distinction of age, station, or sex, appears to be about three and one-half pounds.

The sugar cane grows well. But little is produced beyond what suffices for the home consumption. Molasses is found to be more profitable than the sugar; the latter being of inferior quality, owing to the little pains taken in its manufacture.

Cotton grows wild in many parts; but no organized attempt has been made to cultivate it. The soil is well adapted to it, and from all appearances no crop would be more likely to insure a good return. It is of fine quality, indigenous, and arrives at maturity in about two years.

The most valuable article probably that has ever been sent from this district destined for a foreign market is the orchilla. This article, prior to the last eighteen months, was considered worthless, but has since been found to possess valuable qualities as a dyeing material. By inquiry from the various individuals engaged in the business I have ascertained the quantity sent from the district in this period to be over 100,000 quintals, worth here, when packed, upwards of half a million dollars. This is principally shipped at Guayaquil and Paita, and is all sent to Europe and the United States.

The orchilla, or "barba," (beard,) is found on different trees, each species imparting a distinct tinge to it. There are various theories as regards its origin, some considering it to be the cause, and others the effect, of the decay of the tree. The former would seem to be the most reasonable, as the distinction of the colors can be ascribed to no other cause than the influence of the sap; and when the growth of the orchilla commences the foliage disappears. The saline air appears to be an indispensable agent in its production, it only being found within a short distance of the coast. The tree on being stripped requires three or four years to renew the material. Much deception is practiced in the packing. There being a preference for the production of certain trees it is sold as being gathered from them, while at the same time it is mixed indiscriminately.

With the exception of about 8,000 goat skins annually, chiefly sent to New York *via* Panama, there is no other export of any consequence from this district.

The only direct exchange on the United States from here is by means of whalemen's drafts. These generally command from six to ten per cent. premium.

With the sole exception already noticed, no agricultural improvement has come under my notice in this district. There is no foreign machinery of any description, except three or four presses of American manufacture, recently introduced for the purpose of packing orchilla. There seems to be a general disinclination among all classes to deviate from the established routine; and any innovation, however obvious its advantages, if introduced by a foreigner, would have little effect in arousing them from this apathy, if, indeed, it did not encounter opposition.

MAY 5, 1861.

Since my last I have taken a trip into the interior of this district, and to the upper waters of the Tumbez river, which enters the sea at this point. The land, in general, is in its pristine state. In a few places, however, it is being cleared preparatory to the planting of the cocoa tree; and already one or two quite extensive "huertas" (plantations) are in bearing. This crop has but few enemies, and requires but little care after the second year. Up to the present time Ecuador has retained the exclusive monopoly of this important and valuable export on the coast; but should this initiation be followed, as there is every prospect that it will be, many years cannot elapse before this district will enjoy its fair proportion.

Along the river and on the western slope of the Cordillera I noticed immense forests of valuable timber, among which the lignum-vitæ and South American cedar (red and white) were prominent. Caoba (mahogany) of excellent quality is also found, together with many other valuable woods not yet generally known to commerce. The logs could easily be floated down during the winter freshets, yet the sound of an axe has scarcely disturbed the silence of these forests for centuries. This would offer a splendid field for foreign enterprise were it not for the almost insuperable difficulty that would be experienced in obtaining laborers, the natives being liable to be taken at any moment for the army in one of the frequent revolutions, and the insalubrity of the climate presenting almost an equally strong objection to foreign laborers, not to mention that all attempts thus far made by foreigners to colonize Peru have proved entire failures, and few hopes can be entertained of any future enterprise of this nature being successful, at least under the present regime.

There is but little prospect or probability that the attention of the government will be turned to these and the other sources of the real wealth and commercial prosperity of the country until the exhausting of the deposits of guano (the chief article of its revenue) takes place—an event anticipated by some as not far distant. But there must be, also, a great change morally and politically at Peru before its vast and hitherto neglected resources can be fully developed, and it occupy among civilized nations the position to which its situation and products entitle it.

MAY 9, 1861.

I enclose you herewith a printed form with which several New Bedford whaling vessels that have arrived at this port are provided. I would respectfully call your attention to this as an entirely unauthorized and fraudulent attempt on the part of the framers to evade the payment of the extra wages prescribed by government, it purporting to be an official form of discharge, with their remission.

The masters of these vessels inform me that they have received instructions from their owners to pay these wages in no case. The document bears ocular evidence of not having been issued by or with government sanction, not being numbered and no corresponding form being found in the "Regulations," and no instructions having been received from your department relative to it. Although there is not the slightest probability of the wages being remitted by any officer on such absurd grounds, yet I thought it my duty to advise the department of the forgery, for it can be characterized by no other title, the manifest intention being to have it considered as emanating from government.

I am sorry to say that the desertions from this class of vessels are very numerous. Probably, in proportion to the number of seamen employed, the desertion is much greater in this than in any class of our marine.

Then, in many cases, deserving seamen, not being able to obtain work or ship, which frequently occurs here, after a short time are taken sick, and, being destitute, apply to the consulate for relief, which, when granted, entails a heavy expense on government.

The evil is, doubtless, owing in a great measure to the causes so ably set forth by F. M. Ringgold, esq., our consul at Paita, in his valuable report relating to the whaling business, under date of September 1, 1858. The abuses therein mentioned, I regret to state, show as yet no prospect of amendment.

When the deception practiced on these seamen at the very period of their enlistment, (and which they too late discover,) the invariably exorbitant and frequently absolutely illegal charges, the petty remuneration in many cases, the bodily ill-treatment they are subjected to, and the utter want of interest manifested in their moral welfare, are all taken into consideration, it cannot be a matter of surprise that this pursuit should in too many be a resort and a school for depravity, that the service should be viewed by others with a degree of contempt,

and that the men should not be restrained from desertion by any sense of obligation to their employers.

The original shipping articles at home are frequently disfigured by extra clauses and interlineations, consisting of charges many of which could not stand in law, such as the "medicine chest," &c. Cases have occurred before me, when settling off with a seaman, in which he has denied all knowledge of having signed articles containing such charges, the master declaring as strongly that he (the seaman) had. The informality leaves ground for suspicion that these are in many cases unauthorized and prompted by dishonest motives. For those so disposed there would certainly be little difficulty in taking advantage of such facilities under the present system of shipment. The evil might be checked, if not entirely done away with, by obliging the seamen to be shipped before a proper officer, who could easily discriminate between the just and objectionable charges.

BRAZIL.

PERNAMBUCO.—RICHARD A. EDES, *Consul.*

FEBRUARY 13, 1861.

Business continues exceedingly dull, and the recent unfavorable advices from the United States have put an end, for the present, to all exportation to that part of the world. The merchants at Pernambuco generally complain greatly of the dulness of trade, the scarcity of money, and the great risks attending sales to the dealers, and, from all appearances, matters here are disposed to become much worse before any improvement can take place. Exportation of sugar to the United States has fallen off considerably, and since October 1, 1860, the commencement of the present season, to January 1, 1861, the entire amount of shipments of that article has been but 18,180 bags against 53,559 bags for the same period in the previous year, showing a falling off of about 36,000 bags.

The number of American vessels entering and touching this port for the past year has been much smaller than in previous years. In 1859 one hundred and forty American vessels arrived and departed from Pernambuco. In 1860 the number was but one hundred vessels in all—a decrease of forty vessels for the year. And, in this connexion, I beg to request from the department further information in regard to the duty of consular officers in demanding ships' papers. Owing to the advantageous location of this port and the privilege granted to vessels calling for supplies of exemption from port charges, when whaling and other ships stop here for refreshments, make purchases, negotiate drafts, and proceed upon their voyage, sometimes after a delay of two or three days, not being required to make any formal entry at this port, it has not been heretofore the habit of my predecessors to demand the papers of such vessels, and, as I am doubtful of the exact requirements of the law, I respectfully ask for the necessary information upon the subject. I would request, also, some information in relation to the discharge of seamen: First, whether a mate and ordinary seaman are considered alike in law, in case of discharge, where three months' extra wages are demanded, and are entitled to the same amount of extra wages, or the contrary; second, whether such extra wages are to be computed in accordance with the rate of wages ruling at the port of discharge, or with the terms upon which the seaman has originally been shipped. Vessels sometimes touch at this place with crews shipped at San Francisco, where the rate of wages is double that of any other

port. Whalers sometimes discharge men who are entitled to a share in the venture. Ships sometimes discharge men who have been shipped at merely nominal wages. Unless the law contemplates the rate of wages existing at the port of discharge, or some specified amount, as governing the matter, how is an estimate of the three months' extra wages to be made?

Another point in regard to which I am in doubt is, whether a strict interpretation of the law does not require the consul to retain out of the three months' extra wages the ten dollars paid for the transportation of the seamen to the United States.

In relation to the "currency certificate" I am also in a quandary. Spanish dollars are scarce, and always command a premium. American dollars are not to be found here. How, then, is a consul to be governed in giving a certificate based upon the value of "Spanish and American dollars?" A consular certificate, worded in accordance with the required form, would give to the shipper, in paying his duties, the advantage of from one to three cents upon the milrees, or about 5 per cent. upon the amount of his invoice. Of course, the shippers here desire that the certificate be made out at the lowest possible figure, and quote the premium value of the Spanish dollars as governing the rate. I differ from them somewhat, and, as the question has been a vexed one at this consulate frequently before, I shall feel much obliged for the views of the department in relation thereto.

I herewith enclose current prices of exports and imports of this market, with existing duty upon the same.

MAY 3, 1861.

I beg leave to report that the bark Margaret, of Philadelphia, sailed from this port on the 16th of April, for Rio de Janeiro, laden with sugar, the produce of this province.

By an imperial decree, dated September 28, 1859, (a copy of which has been forwarded to the department by my predecessor,) the privilege of the coasting trade of this empire, to a limited extent, was granted to foreign vessels under certain easy conditions. Among the articles enumerated (permitted to be carried coastwise) was "asucar em bruto," which, until recently, was considered by the custom-house authorities to mean only Muscovado sugar. The fact, however, that the bark Margaret was permitted to carry coastwise a cargo of raw or unrefined sugar, proves that a different and the proper interpretation has been put upon the term. Many American vessels land cargoes at this port and proceed to Rio for a return freight to the United States; the privilege, therefore, of carrying coastwise the great staple of the province, becomes a matter of some importance. * * * * * *

OCTOBER 16, 1861.

I have the honor herewith to enclose sundry commercial statistics for the province of Pernambuco, for the year ending June 30, 1861, consisting of—

Return of foreign shipping employed in the trade of this province.

Statement of exports from this province and distribution of the same for the years ending June, 1861 and 1860.

Statement of imports for same period.

Average prices of articles of export and import, freight and exchange for the past year, and market prices current at date.

Statement of imports to the province of Pernambuco, Brazil, for the years ending June 30, 1861, *and June* 30, 1860.

From—	1861.		1860.	
	Value.	Duties.	Value.	Duties.
	Rees.	*Rees.*	*Rees.*	*Rees.*
Sweden	23,010 990	3,530 211	25,567 690	3,922 411
Holland	59,748 452	18,668 951	66,386 452	20,742 951
Great Britain	8,878,866 822	2,145,674 281	9,786,977 821	2,385,685 281
Hanseatic Cities	821,256 671	237,788 587	902,544 782	261,305 697
Austrian Dominions	438,942 714	24,869 222	487,713 714	27,632 422
Belgium	79,287 534	22,959 022	87,998 645	25,470 132
France	3,885,456 603	1,169,789 544	4,296,567 703	1,290,900 655
Spain	64,361 125	38,192 331	67,572 226	40,293 451
Portugal	982,206 362	302,623 835	1,132,316 463	350,136 955
Sardinia	131,431 453	32,804 460	129,253 408	32,243 240
United States	1,809,633 085	182,450 116	2,010,734 095	202,551 126
Argentine State	26,814 729	3,897 110	29,914 840	4,497 210
Uruguay (Eastern State)	21,785 464	3,176 200	20,333 333	3,050 000
Ports of Brazil	82,006 817	24,508 315	76,895 809	23,277 210
Total	17,304,808 821	4,211,022 185	19,143,776 581	4,671,708 741

Difference in favor of the year 1860, 1,838,967. 760 rees. Milrees (1,000) = 51¼ cents.

Statement of exports from the province of Pernambuco for the year ending June 30, 1861,

Articles.	Quantity.	Value.	Average price.	Export duties.
To foreign countries.		*Rees.*	*Rees.*	*Rees.*
Cotton ..... arrobas	79,586	624,825 626	7 850	35,745 771
Sugar ..... do	2,195,184	5,854,501 789	2 666	369,986 807
Rum ..... canadas	458,513	204,295 060	445	12,428 999
Molasses ..... do	180,571	43,993 910	243	2,792 743
Hides ..... number	109,966	615,054 472	5 593	37,119 150
Sole leather ..... sides	6,570	18,133 800	2 763	1,039 974
Diamonds ..... octavas	1	280 000	280 000	1 400
Gold ..... do	85	297 500	3 500	2 975
Silver in bars ..... ounces	8,821	11,561 020	1 310	231 219
Sundries	.....	71,590 904	.....	5,027 766
Total amount of value and of duties	.....	7,444,534 081	.....	464,376 804
To provinces of Brazil.				
Cotton ..... arrobas	12,145	98,030 280	8 071	.....
Sugar ..... do	1,066,255	3,821,400 110	3 583	.....
Rum ..... canadas	314,354	140,887 248	448	.....
Molasses ..... do	1,950	982 000	508	.....
Hides ..... number	147	1,155 600	7 861	.....
Sole leather ..... sides	43,498	122,377 000	2 813	.....
Sundries	.....	588,806 487	.....	.....
Amount of value	.....	4,773,638 725	.....	.....
Total of exports, 1861	.....	12,218,172 806	.....	464,376 804

Statement of exports from the province of Pernambuco for the year ending June 30, 1861.

Articles.	Quantity.	Value.	Average price.	Export duties.
To foreign countries.		*Rees.*	*Rees.*	*Rees.*
Cotton ..... arrobas..	130,765	1,078,492 360	8 247	52,924 618
Sugar ..... do....	2,903,982	8,653,464 680	2 979	432,673 234
Rum ..... canadas..	732,477	294,766 800	402	14,738 340
Molasses ..... do....	262,325	65,312 600	247	3,265 630
Hides ..... number..	113,182	870,031 260	7 687	43,501 563
Sole leather ..... sides..	7,175	24,348 760	3 393	1,217 438
Diamonds ..... octavas..	.....	.....	.....	.....
Gold ..... do....	.....	.....	.....	.....
Silver in bars ..... ounces..	3,499	6,975 000	1 993	139 500
Sundries	.....	112,426 680	.....	5,903 984
Total amount of value and of duties	.....	11,105,818 140	.....	555,364 307
To provinces of Brazil.				
Cotton ..... arrobas..	14,085	118,022 889	.....	.....
Sugar ..... do....	963,940	3,874,149 729	.....	.....
Rum ..... canadas..	319,329	133,231 020	.....	.....
Molasses ..... do....	15,214	3,915 000	.....	.....
Hides	.....	.....	.....	.....
Sole leather ..... sides..	64,758	231,360 380	.....	.....
Sundries	.....	1,122,979 139	.....	.....
Amount of value	.....	5,483,648 157	.....	.....
Total of exports for 1861	.....	16,589,467 097	.....	.....

1 arroba = $32\frac{1}{3}$ pounds.
1 canada = $1\frac{3}{5}$ gallons.
1 octava = $\frac{1}{8}$ ounce.
Rees 1,000 = $51\frac{1}{4}$ cents.
Export duty on sugar 7 per cent. and 90 rees per arroba.

Export duty on cotton 9 per cent.
Do. hides 15 per cent.
Do. other articles 12 per cent.
Anchorage dues on vessels with cargo, in or out, 150 rees per ton, Brazilian measurement.

Distribution of exports from the province of Pernambuco during the years ending June, 1860, *and June,* 1861.

To foreign countries.	1860.	1861.
	Value.	Value.
	Rees.	*Rees.*
Sweden and Norway	268,912 100	129,668 977
Holland and possessions	74,747 080	120 000
Hanseatic Cities	3,497 880	126 500
Great Britain and possessions	3,038,710 800	2,981,915 838
France	1,629,331 740	944,341 669
Spain	62,433 160	30,269 119
Portugal and possessions	1,809,749 660	1,286,108 059
Italy	63,430 380	87,628 180
United States	1,740,088 220	347,257 682
Argentine States	1,789,473 820	1,008,315 390
State of Uruguay	144,744 040	163,397 949
Chili	453,757 400	454,433 250
Other countries	26,941 860	10,951 468
Total	11,105,818 140	7,444,534 081
Difference against past year		3,661,284 059
		11,105,818 140
Average value of exports for 1856, 1857, 1858, 1859, and 1860		13,227,741 124
Compared with year 1861		7,444,534 081
Difference against the past year of 1861		5,783,207 043

List of vessels entered at the port of Pernambuco during the year ending June 30, 1861.

Arrived from—	Sailing vessels.			Steamers.			Total.			Nationalities.	Sailing vessels.			Steamers.			Total.		
	Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.		Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.
Belgium	5	838	46	....	.....	.....	5	838	46	America	50	16,013	564	2	2,431	69	52	18,444	633
Hanseatic Towns	9	1,443	80	...	.....	.....	9	1,443	80	Belgium	1	302	15	....	.....	.....	1	302	15
Chili	1	592	18	....	.....	.....	1	592	18	Brazil	5	1,125	76	....	.....	.....	5	1,125	76
Austrian dominions	5	732	44	....	.....	.....	5	732	44	Bremen	2	666	25	....	.....	.....	2	666	25
Argentine Republic	4	852	46	....	.....	.....	4	852	46	Denmark	9	1,801	85	....	.....	.....	9	1,801	85
Sardinian States	3	390	28	....	.....	.....	3	390	28	France	26	7,595	365	25	29,395	2,709	51	36,990	3,074
Oriental Republic of Uruguay	24	5,264	257	..	.....	.....	24	5,264	257	Greece	1	205	11	....	.....	.....	1	205	11
United States	47	12,867	502	1	2,100	51	48	14,967	553	Hamburg	6	1,000	58	....	.....	.....	6	1,000	58
France	14	3,959	198	14	16,273	1,472	28	20,232	1,670	Hanover	3	413	21	....	.....	.....	3	413	21
Great Britain	160	38,037	1,849	14	24,439	1,517	174	62,476	3,366	Spain	29	5,014	332	....	.....	.....	29	5,014	332
Spain	5	652	59	....	.....	.....	5	652	59	Holland	8	1,433	64	....	.....	.....	8	1,433	64
Holland	2	362	19	....	.....	.....	2	362	19	England	145	33,308	1,639	22	37,603	2,522	167	70,911	4,162
India	1	1,200	27	....	.....	.....	1	1,200	27	Italy	1	176	12	....	.....	.....	1	176	12
Ports of Brazil	29	7,034	338	23	32,974	2,579	52	40,008	2,917	Norway	1	217	9	....	.....	.....	1	217	9
Portugal	26	6,160	373	1	1,717	102	21	7,877	475	Oldenburg	3	594	25	....	.....	.....	3	594	25
Rio da Plate	1	173	14	....	.....	.....	1	173	14	Portuguese	37	8,980	505	4	8,074	420	41	17,054	925
										Prussia	1	171	9	....	.....	.....	1	171	9
										Sardinia	3	414	26	....	.....	.....	3	414	26
										Sweden	5	1,118	57	....	.....	.....	5	1,118	57
Total	336	80,545	3,898	53	77,503	5,721	389	158,048	9,619		336	80,545	3,898	53	77,503	5,721	389	158,048	9,619

Prices current at Pernambuco, October 15, 1861.

Articles.	Prices.	Duty.
	Reis.	*Reis.*
Ale and porter	3.800 to 5.000 per arroba	1.400 per dozen
Beef, jerked	2.400 to 2.800 do	.400 per arroba
Butter	.500 to .600 per pound	.140 per pound
Candles, sperm	1.200 do	.280 do
Do. stearine	.680 do	.270 do
Cheese, Dutch	1.900 to 2.000 each	.140 do
Coals	15.000 to 16.000 per ton	Free
Codfish	12.000 to 12.500 per quintal	.600 per quintal
Copper sheathing	.760 per pound	.100 per pound
Do. yellow metal	.640 do	.094 do
Cordage, Russian	33.000 per quintal	7.000 per quintal
Do. English	23.000 to 24.000 do	7.000 do
Do. Manilla	32.000 to 34.000 do	7.000 do
Crackers	3.900 per keg	.600 per arroba
Deals, Swedish	35.000 per dozen	.029 per span
Demijohns	.700 each	.024 per pound
Earthenware	.300 per cent	
Flour, Trieste	22.000 to 25.000 per barrel	.900 per barrel
Do. Richmond	21.000 to 22.000 do	.900 do
Do. Philadelphia	16.000 to 20.000 do	.900 do
Do. Baltimore	13.000 to 15.000 do	.900 do
Gin in cases	5.000 to 5.200 per dozen	.700 per canada
Gunpowder	.330 per pound	.225 per pound
Iron, English bar	5.400 per quintal	.400 per quintal
Do. Sweden bar	9.500 do	.400 do
Lard	.420 per pound	.055 per pound
Lead, bar	19.000 per quintal	3.000 per quintal
Do. sheet	20.000 do	3.000 do
Lumber, American	.100 per foot	.006 per span
Oil, olive	3.000 per gallon	.170 per canada
Do. in cases	7.000 per dozen	.700 do
Paper, machine	2.300 per ream	.070 per pound
Do. wrapping	1.000 do	.035 do
Pepper	.275 per pound	.082 do
Pitch, American	9.000 per barrel	.150 per arroba
Rice	2.500 per arroba	.120 do
Rosin		.700 per quintal
Salt	.700 per alquier	Free
Soap, Mediterranean	.212 per pound	.060 per pound
Tar, Swedish	30.000 per barrel	.200 per arroba
Do. American	7.500 do	.200 do
Tea, hyson	2.550 per pound	.525 per pound
Tin plates	20.500 per box	1.125 per arroba
Wine, Lisbon	225.000 per pipe	63.000 per pipe

PARA.—EBEN P. BAILEY, *Consul.*

NOVEMBER 30, 1860.

In compliance with sections 153 and 154 of Consular Regulations, I beg to lay before the department the following statistics of the trade of this province for the year 1859–'60.

The year has been one of prosperity ; good order has generally prevailed throughout the province, and the health of the district has been above the average of the past ten years. The facilities offered by the Amazon company of navigation and commerce tend steadily to advance the trade of the province. This company receives a large subsidy from the Brazilian government, and has at present eight or nine steamers of 150 to 700 tons burden, employed on the following routes: three from Para to Manans and intermediate ports, making semi-monthly trips; three from Manoes to Nauta, making monthly trips, and one on the Tacantias to Cametra, making two trips monthly. The line to Cametra is thus far one of no considerable importance, but the two previously mentioned not only open a trade with the whole valley of the Amazon, but also with Peru, Ecuador, and New Granada, a trade daily increasing, and it only awaits the final ratification of the treaty between Brazil and Peru, (which will allow merchandise for Para to pass through Brazil, in transit, duty free in bond,) to become of importance.

The steamers on the Amazon route, 500 to 700 tons each, take full cargoes for the supply of the interior, every trip. Indeed, cargo is often left over for the following trips, while the return cargoes, though not always as large, are very valuable, consisting of Chili hats, sarsaparilla, balsam, India-rubber, nuts, cocoa, and piramon, the dried fish of the Amazon, and a valuable and important article of trade here, supplying the place of dry codfish, so exclusively used through the Brazils, and it is worth some thirty per cent. more than the latter.

The following tables will show the articles of import and export, their value, whence received, or whither sent, and the comparative increase of trade and navigation.

Imports at Para from July 1, 1858, *to June* 30, 1860.

Places.	Vessels.	Tons.	Men.	Value.
°United States	31	6,620	253	$541,626 58
Great Britain	26	8,250	270	822,501 02
France	22	6,140	281	264,811 50
Portugal	18	6,034	294	255,384 58
Spain	1	203	12	6,314 30
Belgium	1	218	9	12,312 79
Hanse Towns	3	558	29	61,008 84
English ports in Africa	1	337	9	----------
French ports in North America	2	51	12	343 23
Prizes, &c	----------	----------	----------	646 25
Total	105	28,411	1,169	1,964,949 04

° Imports from the United States equal to 27 per cent.

Custom-house returns of imports at Para from July 1, 1859, *to June* 30, 1860.

Places.	Vessels.	Tons.	Men.	Value.
* United States	33	7,025	262	$653,363 46
France	19	6,655	265	343,978 41
Great Britain	20	7,294	287	897,271 57
Portugal	21	6,953	322	321,096 95
Spain	1	145	11	8,109 16
Belgium	2	383	15	33,378 47
Hanse Towns	4	754	34	75,565 86
Austria	1	300	11	11,517 71
French ports in North America	1	34	6	9 84
Portuguese ports in Africa	1	256	13	2,216 00
Via Brazilian ports	6	1,501	53	7,334 97
Amount of merchandise seized				605 34
Total	109	31,300	1,279	2,354,947 74

* Imports from the United States equal to 28 per cent., a difference of 1 per cent. in favor of the year ending June 30, 1860.

Comparing the total value of imports with that of the year previous we have a balance of $389,998 70 in favor of 1859–'60.

* *Exports from Para from July* 1, 1858, *to June* 30, 1859.

Places.	Vessels.	Tons.	Men.	Value
† United States	32	6,863	267	$825,770 00
Great Britain	16	4,418	168	381,055 50
France	18	5,178	247	518,671 50
Portugal	12	3,778	191	181,034 00
Spain				
Belgium	1	200	10	18,529 00
Hanse Towns	2	372	20	23,874 50
English, French, and Danish ports	20	6,679	216	1,113 50
North America *via* ports in Brazil	4	2,087	67	
Total	105	29,575	1,186	1,950,480 00

* Without duties or charges, which are equal to 30 per cent.

† Exports to the United States equal to 42 per cent , and the total value of exports $170,521 70 in excess of that of the year previous.

Exports from Para from July 1, 1859, *to June* 30, 1860.

Places.	Vessels.	Tons.	Men.	Value.
* United States	41	8,630	343	$1,096,181 67
Great Britain	19	5,125	188	791,353 62
France	18	5,716	232	498,774 67
Portugal	22	6,937	331	425,718 52
Spain, in part				29,501 00
Belgium	2	386	16	19,445 53
Hanse Towns	3	583	29	95,076 99
Portuguese ports in Africa	1	282	14	386 00
Ports in North America and West Indies	13	4,388	62	Ballast
Total	119	32,047	1,290	2,956,440 00

* Exports to the United States equal to 37 per cent., a difference of 5 per cent. in favor of the year 1858–'59, and an excess of $1,006,392 on whole value of exports in favor of 1859–'60.

I now give the usual tables from the records at the consulate, which present an accurate view of the import and export trade of the United States at Para for the past two years, ending September 30, 1859 and 1860.

Imports at Para from the United States from October 1, 1858, *to September* 30, 1859, *and from October* 1, 1859, *to September* 30, 1860.

Places.	From October 1, 1858, to September 30, 1859.				From October 1, 1859, to September 30, 1860.			
	Vessels.	Tons.	Men.	Value.	Vessels.	Tons.	Men.	Value.
New York	20	3,606	153	$372,912 46	27	5,050	195	$423,630 87
New Haven	4	588	28	72,181 82	5	735	36	109,681 79
Salem, Mass	7	1,007	45	97,285 52	7	980	43	62,816 95
Total	31	5,201	226	542,379 80	39	6,765	274	596,129 61

Which gives an excess of $161,686 94 over total value of imports the previous year.

RECAPITULATION.

Quarter ending—	From October 13, 1858, to September 30, 1859.			Quarter ending—	For the following year, 1859–'60.		
	Vessels.	Tons.	Value.		Vessels.	Tons.	Value.
December 31, 1858	9	1,351	$138,440 53	December 31, 1859	12	1,982	$165,382 37
March 31, 1859	7	1,187	141,925 98	March 31, 1860	7	1,268	125,745 50
June 30, 1859	9	1,434	130,081 29	June 30, 1860	9	1,576	129,905 74
September 30, 1859	6	1,229	131,932 00	September 30, 1860	11	1,939	175,096 00
Total	31	5,201	542,379 80	Total	39	6,765	596,129 61

From the foregoing we obtain a net gain of $53,749 81 in the value of imports for the present year ending September 30, 1860.

The following table will furnish a view of the principal articles imported for the two past years respectively.

Articles imported from the United States during the years ending September 30, 1859 *and* 1860.

Description.	1859.	1860.	Description.	1859.	1860.
	Quantities.	Quantities.		Quantities.	Quantities.
Axes.....dozen..	1,730	1,826	Nails.....kegs..	403	588
Candles .....boxes..	755	594	Matches.....cases..	280	174
Chairs .....dozen..	323	333	Oars .....number..	406	592
Codfish.....drums..	869	1,943	Pepper .....bags..	280	190
Clocks.....number..	660	504	Rosin .....barrels..	2,062	1,556
Combs .....dozen..	4,708	7,353	Rubber and other shoes..pairs..	1,200	3,398
Domestics .....packages..	1,912	2,370	Shooks (box) .....number..	16,843	16,428
Drugs.....do....	138	435	Soap .....boxes..	18,193	6,891
Flour .....barrels..	12,949	16,755	Specie in gold .....dollars..	150,344	113,827 40
Fire-crackers.....boxes..	1,094	1,800	Straw paper .....reams..	11,700	12,903
Gunny bags.....number..	1,800	13,000	Soda biscuit.....12-lb. tins..	4,590	5,954
Gunpowder .....kegs..	1,995	2,150	Saltpetre ..... kegs..	110	95
Hams .....tierces..	48	38	Tea.....chests..	268	235
Hardware .....packages..	98	201	Tea.....boxes..	1,170	533
Hats, palm-leaf.....cases..	655	506	Tar and pitch.....barrels..	80	329
Knives.....dozen..	1,533	2,195	Tobacco.....boxes..	421	257
Lard .....packages..	1,562	2,709	Twine, cotton .....pounds..	6,460	13,322
Lumber.....feet..	86,974	75,955	Tortoise-shell.....do....	683	299½

The following tables will give the result of our export trade for the two past years.

Exports to the United States from Para from October 1, 1858, *to September* 30, 1859, *and from October* 1, 1859, *to September* 30, 1860.

Places.	From October 1, 1858, to September 30, 1859.				From October 1, 1859, to September 30, 1860.			
	Vessels.	Tons.	Men.	Value.	Vessels.	Tons.	Men.	Value.
New York.....	21	3,788	158	$805,696 75	27	5,048	200	$1,122,385 65
New Haven	4	588	28	150,678 14	5	735	36	164,838 41
Salem.....	7	1,007	42	128,078 13	7	980	44	147,264 12
Total.....	32	5,383	228	1,084,423 02	39	6,763	280	1,434,487 18

RECAPITULATION.

Quarter ending—	From October 1, 1858, to September 30, 1859.			Quarter ending—	From October 1, 1859, to September 30, 1860.		
	Vessels.	Tons.	Value.		Vessels.	Tons.	Value.
December 31, 1858	9	1,457	$270,383 01	December 31, 1859	10	1,684	$476,258 27
March 31, 1859	7	1,187	224,608 76	March 31, 1860	9	1,603	346,478 70
June 30, 1859	7	1,231	244,435 25	June 30, 1860	10	1,723	307,789 21
September 30, 1859	9	1,514	345,996 00	September 30, 1860	10	1,753	303,962 00
Total	32	5,389	1,085,423 02	Total	39	6,763	1,434,488 18

The exports to the United States for 1857–'58, in value, were $640,424 48, giving an excess of $443,998 54 in favor of 1858–'59.

Articles exported from Para to the United States during the years ending September 30, 1859 *and* 1860.

Description.	How estimated.	1858–'59.	1859–'60.
Annatto	Arrobas, 32 lbs. each	2,429	2,026
Balsam copaiba	Canadas of 30 lbs	2,711	2,989
Beans, tonqua	Pounds	5,217	18,298
Beans, vanilla	do	10	----
Cocoa	Arrobas of 32 lbs	3,711	4,584
Copper, old	Pounds	736	1,171
Hides, wet salted	do	990,294	616,172
Hides, dry, and dry salted	do	12,709	4,503
Nuts, castanha	Alquiers of 80 lbs	26,626	23,582
Nuts, sapocaid	Alquiers of 65 lbs	47	----
Nuts, in pod	----	12,062	19,481
Piasava, unmanufactured	Arrobas of 32 lbs	----	109
Rubber, fine	do	62,371	74,833
Do. mixed	do	1,848	2,160
Do. coarse	do	4,074	13,125
Skins, deer	Pounds	55,000	64,406
Sugar, crude	Arrobas of 32 lbs	338	----
Tapioca	Alquiers of 64 lbs	1,928	1,845

Monthly price current of Para produce for the years 1858, 1859, *and* 1860.

Description.	Months.	1858.	1859.	1860.
		Reis.	*Reis.*	*Reis.*
Annatto, first quality ---------- per arroba	January ----------	8.500	8.000	8.000
Do ---------- do	February ----------	8.000	8.000	9.000
Do ---------- do	March ----------	7.500	8.000	8.000
Do ---------- do	April ----------	7.500	8.000	8.000
Do ---------- do	May ----------	8.000	9.000	9.000
Do ---------- do	June ----------	10.000	8.000	8.000
Do ---------- do	July ----------	8.000	9.000	8.000
Do ---------- do	August ----------	7.000	9.000	10.000
Do ---------- do	September ----------	10.000	8.500	9.000
Do ---------- do	October ----------	8.000	9.000	9.500
Do ---------- do	November ----------	8.500	9.000	----------
Do ---------- do	December ----------	9.000	8.000	----------
Balsam copaiba ---------- per canada, 30 lbs	January ----------	13.000	17.000	17.000
Do ---------- do	February ----------	13.000	17.000	17.000
Do ---------- do	March ----------	14.000	17.000	18.000
Do ---------- do	April ----------	14.000	19.000	18.000
Do ---------- do	May ----------	15.000	20.000	18.000
Do ---------- do	June ----------	16.000	22.000	20.000
Do ---------- do	July ----------	15.000	21.000	20.500
Do ---------- do	August ----------	15.000	19.000	19.000
Do ---------- do	September ----------	14.000	20.000	18.000
Do ---------- do	October ----------	15.000	18.000	17.000
Do ---------- do	November ----------	16.000	18.000	----------
Do ---------- do	December ----------	17.000	17.000	----------
Tonqua beans ---------- per pound	January ----------	.400	.240	.400
Do ---------- do	February ----------	.320	.250	.380
Do ---------- do	March ----------	.300	.250	.380
Do ---------- do	April ----------	.300	.250	.380
Do ---------- do	May ----------	.300	.400	.360
Do ---------- do	June ----------	.300	.380	.340
Do ---------- do	July ----------	.300	.450	.340
Do ---------- do	August ----------	.260	.500	.340
Do ---------- do	September ----------	.240	.500	.320
Do ---------- do	October ----------	.240	.400	.350
Do ---------- do	November ----------	.240	.400	----------
Do ---------- do	December ----------	.240	.400	----------
Cocoa ---------- per arroba of 32 lbs	January ----------	6.500	4.000	5.200
Do ---------- do	February ----------	5.000	4.000	6.000
Do ---------- do	March ----------	6.000	4.000	7.200
Do ---------- do	April ----------	5.500	4.300	6.800
Do ---------- do	May ----------	5.500	4.600	6.500
Do ---------- do	June ----------	5.500	4.800	6.300
Do ---------- do	July ----------	5.800	5.000	6.000
Do ---------- do	August ----------	5.800	5.200	5.800
Do ---------- do	September ----------	5.000	5.400	5.800
Do ---------- do	October ----------	5.000	6.400	6.400
Do ---------- do	November ----------	4.500	6.500	----------
Do ---------- do	December ----------	4.500	6.600	----------
Cottons ---------- do	January ----------	7.000	7.000	7.200
Do ---------- do	February ----------	7.000	7.000	7.200
Do ---------- do	March ----------	7.000	7.200	7.500
Do ---------- do	April ----------	7.000	7.500	7.500

Monthly price current of Para produce.—Continued.

Description.	Months.	1858.	1859.	1860.
		Reis.	*Reis.*	*Reis.*
Cottons ..... per arroba cf 32 lbs..	May	7.000	7.500	7 500
Do ..... do....	June.....	7.000	7.500	7.500
Do ..... do....	July	7.500	7.500	7.500
Do ..... do....	August.....	8.000	7.000	7.200
Do ..... do....	September.....	7.800	7.000	7.200
Do ..... do....	October	7.800	7.400	7.240
Do ..... do....	November	7.000	7.500	----------
Do ..... do....	December	7.000	7.200	----------
Wet salted hides..... per pound..	January	.130	.160	.140
Do ..... do....	February	.100	.165	.150
Do ..... do....	March	.125	.165	.150
Do ..... do....	April	.130	.160	.150
Do ..... do....	May	.140	.165	.150
Do ..... do....	June.....	.145	.180	.150
Do ..... do....	July	.165	.170	.140
Do ..... do....	August.....	.165	.170	.150
Do ..... do....	September	.165	.170	.140
Do ..... do....	October	.170	.170	.140
Do ..... do....	November	.160	.160	----------
Do ..... do....	December	.160	.150	----------
Dry hides ..... do....	January	.200	.230	.220
Do ..... do....	February	.200	.230	.230
Do ..... do....	March	.240	.230	.220
Do ..... do....	April	.260	.230	.230
Do ..... do....	May	.230	.250	.240
Do ..... do....	June	.220	.270	.250
Do ..... do....	July	.240	.270	.240
Do ..... do....	August.....	.230	.250	.250
Do ..... do...	September	.230	.230	.240
Do ..... do....	October	.240	.240	.240
Do ..... do....	November.....	.240	.220	----------
Do ..... do....	December	.230	.220	----------
Castanha nuts ..... per alquier..	January	3.000	2.000	4.000
Do ..... do....	February	3.000	3.600	4.800
Do ..... do....	March	2.800	3.400	5.500
Do ..... do....	April	2.800	4.500	6.000
Do ..... do....	May	2.400	5 500	5.600
Do ..... do....	June.....	2.200	5.000	5.000
Do ..... do....	July	1.700	4.000	4.800
Do ..... do....	August.....	1.700	3.500	4.200
Do ..... do....	September	1.600	3.500	4.700
Do ..... do....	October	1.600	4.000	5.000
Do ..... do....	November	1.800	4.500	----------
Do ..... do....	December	1.800	4.000	----------
Fine rubber..... per arroba..	January	11.500	17.000	23.500
Do ..... do....	February	12.000	16.500	24.000
Do ..... do....	March	13.000	17.000	24.000
Do ..... do....	April	12.500	18.000	25.000
Do ..... do....	May	12.500	23.000	26.000
Do ..... do....	June.....	13.000	24.000	29.000
Do ..... do....	July	16.000	22.500	30.000
Do ..... do...	August.....	15.500	21.000	27.000

Monthly price current of Para produce.—Continued.

Description.	Months.	1858.	1859.	1860.
		Reis.	*Reis.*	*Reis.*
* Fine rubber ..... per arroba..	September	20.000	21.000	24.500
Do ..... do....	October	23.000	23.000	24.500
Do ..... do....	November	22.000	21.500	.....
Do ..... do....	December	18.000	22.500	.....
Cleaned rice ..... do....	January	2.400	1.800	2.200
Do ..... do....	February	2.400	1.800	2.200
Do ..... do....	March	2.400	2.000	2.200
Do ..... do....	April	2.200	1.800	2.300
Do ..... do....	May	2.200	1.800	2.300
Do ..... do....	June	2.200	2.000	2.400
Do ..... do....	July	2.200	1.900	2.400
Do ..... do....	August	2.200	2.200	2.400
Do ..... do....	September	2.200	2.200	2.400
Do ..... do....	October	2.200	2.200	2.400
Do ..... do....	November	2.000	2.300	.....
Do ..... do....	December	2.000	2.300	.....
Do ..... do....	January	.200	.270	.500
Do ..... do....	February	.200	.260	.500
Do ..... do ...	March	.200	.260	.510
Do ..... do....	April	.200	.300	.560
Do ..... do....	May	.200	.320	.550
Do ..... do....	June	.200	.400	.530
Do ..... do....	July	.200	.500	.520
Do ..... do....	August	.240	.500	.480
Do ..... do....	September	.240	.500	.480
Do ..... do....	October	.260	.500	.480
Do ..... do....	November	.260	.500	.....
Do ..... do....	December	.260	.500	.....

* With 3.000 to 4.000 difference per arroba for other qualities respectively.

From the foregoing we have the following figures in resumé relating to the trade of Para:

1st. As compared with previous year:

Excess of imports 1859–'60	$389,998 70
Excess of exports 1859–'60	1,006,392 00
Excess of imports from United States 1860	112,235 88
Excess of exports to United States 1860	270,411 67
Excess of imports from Great Britain 1860	74,770 55
Excess of exports to Great Britain 1860	410,300 12
Excess of imports from France 1860	79,166 91
Excess of exports to France 1859	19,896 83
Excess of imports from Portugal 1860	65,712 37
Excess of exports to Portugal 1860	244,684 52

2d. Balance of trade for the present year, viz:

Excess of exports over imports	601,492 26
Excess of exports to the United States	442,318 21
Excess of imports from Great Britain	105,915 95
Excess of exports to France	154,796 26
Excess of exports to Portugal	104,621 57

I have no recent alterations of the Brazilian tariff to report, though it is probable some modifications will be made favorable to the import trade on a number of articles, as recommended by reports from committees of merchants in the different ports of the empire, who were requested to give their views on the new tariff.

FEBRUARY 7, 1861.

* * The new Brazilian tariff, as ordered by decree No. 2684 of the 3d of November, 1860, will go into operation at this port on the 23d instant.

I furnish herewith a tabular statement showing how the same will affect American imports at this port.

Table showing duties on the principal imports from the United States at Para.

Articles.	How estimated	Old rate.	New rate.	Percentage.
		Reis.	*Reis.*	
Axes, half do., and hatchets	Pound	25	30	
Brooms	Dozen	1,200	600	
Bags, gunny	Pound	160	160	5 per cent.
Biscuit, soda	Arroba	400	400	
Cologne water, and the like	Pound	400	400	5 per cent.
Codfish		500	600	
Cinnamon, India	Pound	150	150	5 per cent.
Cinnamon, Ceylon	do	500	500	
Chairs, cane seat	Each	640	1,000	5 per cent.
Chairs, rockers	do	4,800	3,000	5 per cent.
Do extra do	do	4,800	6,000	5 per cent.
Cordage	Pound	120	50	5 per cent.
Combs, India-rubber	do	°1,000	† 600	5 per cent.
Do ivory	do	4,000	2,000	5 per cent.
Cotton goods	Square vara	100	90	
Osnaburgs	do	100	90	
Brown sheetings	do	70	70	
Twilled Osnaburgs	do	100	100	
Stripes	do	100	100	
Colored twills	do	120	150	
Candles, sperm or stearine	Pound	200	240	
Do colored do	do	210	260	
Dirks, ordinary	Each	4,000	6,000	5 per cent.
Do extra	do	4,000	12,000	5 per cent.
Flour	Arroba	150	150	
Hats, palm-leaf	Each	180	180	5 per cent.
Homœopathic medicine	Ounce	600	300	5 per cent.
Hams, covered	Pound	70	70	
Knives, cocoa handle		150	250	5 per cent.
Lard		1,500	1,500	5 per cent.
Matting, India	Pound	240	240	5 per cent.
Nails, to 2 inches	do	40	40	5 per cent.
Nails, above 2 inches	do	20	20	5 per cent.
Oil, animal	Canada	180	180	5 per cent.
Oars	Palm	30	20	2 per cent.
Padlocks, brass	Pound	240	250	5 per cent.
Do iron	do	180	180	5 per cent.
Pearl barley	Arroba	450	400	
Pepper, India	Pound	70	70	5 per cent.
Ploughs	Each	‡	§	

° Net. † Gross. ‡ 5 per cent. ad valorem. § Free.

Table showing duties on the principal imports, &c.—Continued.

Articles.	How estimated.	Old rate.	New rate.	Percentage.
		Reis.	*Reis.*	
Pork	Arroba	500	600	
Powder	Pound	200	200	
Paper, straw wrapping	do	30	30	5 per cent.
Pilot bread	Arroba	160	150	
Roman cement	do	180	50	
Rosin, common		150	1,200	5 per cent.
Seives, iron wire	Pound	600	30	
Brass do	do	1,200	50	
Shoes, India-rubber	do	400	400	
Cigars	do	900	1,200	5 per cent.
Store trucks, ordinary	Each	3,000	900	5 per cent.
Do painted	do	4,000	1,200	5 per cent.
Shooks, boxes	Arroba	600	400	5 per cent.
Soap, yellow	Pound	30	30	5 per cent.
Scales, simple ordinary	do	120	120	5 per cent.
Tar and pitch	Arroba	150	200	
Tortoise-shell	Pound	2,500	2,500	
Tea	do	450	450	5 per cent.
Twine, cotton	do	300	300	5 per cent.
Tongues, cured	Arroba	480	500	5 per cent.
Trunks, 2 to 4 palms	Each	2,400	2,700	5 per cent.
Do over 4 palms	do	2,400	3,600	5 per cent.
Tobacco, chewing	Arroba	3,600	4,800	5 per cent.
Do cut	do	3,600	9,600	5 per cent.

Those articles in the foregoing tables which are specified as paying two or five per cent. pay these percentages on their value in addition to the specific duty. This, however, is but a temporary arrangement, to cease with the end of the financial year, 1862.

CEARA.—J. S. DE VASCONCELLOS, *Commercial Agent.*

NOVEMBER 4, 1861.

Statement of imports into Ceara from July 1, 1860, *to June* 30, 1861.

	Reis.
Received direct from European ports	888,041.160
Received coastwise	627,230.408
	1,515,271.568

Statement of exports from this port, foreign and coastwise.

Products.	FOREIGN.			COASTWISE.		
	Quantity.	Arrobas.	Value in reis.	Quantity.	Arrobas.	Value in reis.
Coffee ..... bags..	21,659	86,616	506,746.768	10,617	42,470	248,397.378
Cotton ..... arrobas..	.....	.....	.....	.....	.....	.....
Do ..... bags..	13,187	59,243	424,089.417	.....	.....	.....
Sugar, clarified ..... do...	21,330	95,972	193,088.025	50	200	647.578
Dry hides ..... number..	47,331	47,331	348,678.040	.....	.....	.....
India-rubber ..... bags..	1,150	4,598	46,589.816	.....	.....	.....
Horns ..... number..	40,000	.....	2,000.000	.....	.....	.....
Fustic ..... arrobas..	.....	5,273	2,144.200	.....	.....	.....
Farina ..... do...	.....	.....	.....	532	2,130	2,536.900
Indian corn ..... do...	.....	.....	.....	1,604	6,415	3,484.305
Soap ..... do...	.....	.....	.....	.....	905	3,542.080
Camahuba, in wax and candles ..... arrobas..	.....	.....	.....	.....	1,546	10,788.000
Sundry products	.....	.....	.....	.....	.....	28,341.513
Total	.....	.....	1,503,329.266	.....	.....	297,737.754

RECAPITULATION.

Products.	TOTAL EXPORTS.		
	Arrobas.	Tons.	Value in reis.
°Coffee	129,086	184,477	755,144.146
Cotton	13,187	.....	.....
Do	46,156	847$\frac{5}{7}$	434,089.417
Sugar, clarified	96,172	137,377	193,738.603
Dry hides ..... number..	47,331	676$\frac{4}{7}$	328,678.040
India-rubber	4,598	65$\frac{5}{7}$	46,582.816
Horns ..... number..	40,000	.....	2,000.000
Fustic	5,273	75$\frac{3}{7}$	2,144.200
Farina	2,130	30$\frac{3}{7}$	2,536.900
Indian corn	6,415	91$\frac{5}{7}$	3,484.305
Soap	905	13	3,542.080
Camahuba, in wax and candles	1,546	22$\frac{1}{7}$	10,798.000
Sundry products	.....	.....	28,341.512

° In addition to the above, a large quantity passes through the interior of the province to the province of Piauhi.

Statement of vessels engaged in the coasting trade for the year ending June 30, 1861.

Where from.	Nation.	ARRIVALS.			DEPARTURES.		
		Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Rio de Janeiro	Brazilian	23	21,327	1,149	8	7,362	418
Pernambuco	do	34	13,182	959	24	8,273	613
Rio Grande del Norte	do	3	495	13	3	115	16
Maranham	do	21	5,919	617	13	1,810	390
Para	do	16	15,702	876	24	19,912	686
Ports of the province	do	131	7,746	904	132	3,671	210
Total		218	64,391	4,518	204	41,143	2,333

Statement of vessels engaged in the coasting trade for the year ending June 30, 1860.

Where from.	Nation.	ARRIVALS.			DEPARTURES.		
		Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Rio de Janeiro	Brazilian	24	23,397	1,346	25	23,385	1,400
Pernambuco	do	32	8,556	507	79	5,483	412
Rio Grande del Norte	do	3	201	15	2	181	16
Maranham	do	12	1,636	351	14	2,306	401
Para	do	24	22,851	1,311	27	24,583	1,351
Ports of the province	do	159	3,006	579	169	3,650	551
Total		254	59,647	4,109	316	59,588	4,131

Statement of foreign shipping at this port for the years 1859–'60, *and* 1860–'61.

Where from.	Nation.	1859–'60.						1860–'61.					
		ARRIVALS.			DEPARTURES.			ARRIVALS.			DEPARTURES.		
		Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Great Britain	English	7	2,508	92	16	5,261	185	7	2,479	86	21	7,332	260
Hamburg	Hamburgese	1	162	8	2	468	20	----	----	----	----	----	----
France	French	1	272	12	1	272	12	----	----	----	1	148	8
Portugal	Portuguese	----	----	----	----	----	----	2	280	16	1	730	28
River Plata	French	----	----	----	----	----	----	1	730	28	----	----	----
St. John's, Newfoundland	English	----	----	----	----	----	----	2	517	20	----	----	----
United States	American	1	331	16	1	331	16	----	----	----	----	----	----
Rio Grande del Norte	Brazilian	----	----	----	----	----	----	1	253	11	1	253	11
Do	English	2	571	13	----	----	----	2	487	13	----	----	----
Pernambuco	do	8	2,145	80	----	----	----	4	1,603	46	----	----	----
Do	American	----	----	----	----	----	----	1	283	8	1	283	8
Rio de Janeiro	English	----	----	----	----	----	----	1	228	8	----	----	----
Total		20	5,990	221	20	6,332	233	21	6,857	236	25	8,746	315

SANTOS.—WILLIAM T. WRIGHT, Jr., *Consul.*

NOVEMBER 14, 1860.

Herewith enclosed I beg to transmit to the department two papers, marked A and B, relative to the trade of this port for the year ending 30th June last. I trust these tables may be satisfactory, although not made up for the year ending with 30th September, as required by the instructions. Besides the two papers referred to, I annex, as forming a part of this despatch, a paper containing replies to circular (new series, No. 49) from the Treasury Department, dated April 7, 1851, and hope it may prove acceptable.

Table A relates, exclusively, to the import trade, and contains the number of arrivals, value of all articles imported coastwise and direct, and coastwise and direct importations of flour and salt, with their values reduced into Spanish dollars, at an exchange of 1,920 reis—its par value.

You will not fail to notice the vast difference between the value of the direct and coastwise importations, the one being only $290,000, while the other amounts to the respectable sum of $4,491,000, and of the former salt forms nearly the half.

For such a disproportion no other cause can be assigned than a want of energy. The bulk of the population of Santos, it is true, are very poor; but this is their own fault, for nature has done everything towards making it a desirable and important seaport, and it is one of the oldest settlements in America, being within three miles of the now fishing hamlet of St. Vincent, which the people both there and here are proud to call "the oldest settlement in America," as I believe it is truly said to be. New York and Liverpool would be proud of such harbor facilities as Santos possesses, with water deep enough to float the Great Eastern within a plank's length of the wharves; a mud bottom, and tide that rises and falls only three or four feet. In many places along the river shore large vessels might run aground with their jib-booms over or amongst the bushes. As to the back country, its productive resources are unsurpassed, the soil being rich and the climate magnificent.

The merchants here discourage direct importations, because such would destroy their Rio business. Had the importations made coastwise been made direct, a saving of, at the least calculation, $100,000 would have been secured to the consumers in Rio, expenses, freight down, and the expediente duty here. Hence I am convinced of the feasibility of direct importations, and hope soon to realize it upon an assorted cargo I expect from Baltimore, and others which I intend shall follow.

Most of the goods entered at our custom-house from Rio are for account of merchants and large farmers and mechanics at the city of San Paulo, and the interior generally. They are taken charge of by some friend here, who has them despatched, pays the "expediente," and sends them on up the country. Hence, as you will conclude, is Santos almost a simple entrepot only; for the importations, upon strictly Santos account, are very small indeed.

The "expediente" (called in my despatch No. 2, for the sake of distinction, "provincial duty") is a duty of levies by the imperial government upon all articles imported into one province from another, say five per cent. of the imperial duty upon articles foreign, and from one to one and a half per cent. *ad valorem* upon articles native. This ad valorem rate is fixed here every ten days, and corresponds to the average market price of the respective articles; in other words, the value upon which the export duties are levied. As an example in the former case I will instance flour. The imperial duty upon it is nine hundred reis per barrel; then the "expediente," being five per cent. of that, is forty-five reis, or about two cents and a half per barrel.

Considering the population of the province the consumption of flour is not large, having been, during the year mentioned, or rather the imports were, only 13,130 barrels coastwise, (nearly if not all of which was American,) and 1,500 barrels from Trieste, but little of which

was in Santos on 1st July. Trieste flour is not liked so much as our Richmond, as it is said by the bakers to be more troublesome to knead, although from its general superior quality it does very well for mixing with ours. Lately, however, the Trieste flour sent to Brazil has been in bad condition, hard and dry. Of the American marks, the Richmond "Gallego" and "Haxall" are most liked, and *nominally* are almost the only brands consumed. I say nominally because many of the barrels with those brands upon them contain, in many instances, scarcely half of the true flour, it being mixed, both at Rio and here, with Baltimore or Ohio, or other cheap marks, packed in Gallego and Haxall marked barrels, and sold for those brands. I have frequently seen here in Santos the plate with those names cut in it carried into places where flour was stored, with a brush and marking pot in the man's hand.

When the works upon our railroad shall have progressed for three or four years, I anticipate a far greater consumption of flour in this province, which is now restricted on account of the high cost of the article in the country, caused by the cost of transportation. It not unfrequently costs from two to three dollars per barrel from here to the city of San Paulo alone, only about forty miles off. The poorer classes are more or less obliged now to eat corn and mandioca meal, the latter being the great farinaceous staple of the country.

Not only do I look forward to the completion of this road as a means by which the consumption of flour will be increased, but also of very many other products of our country and manufactories.

As to manufactories there are none here save a small tannery, owned by a Frenchman. The carpenters and blacksmiths are only capable of performing or making rough work. The latter are employed for the most part in shoeing horses and mules. Their work, however, is strong. The best of these mechanics are a few Germans, but their prices are enormous, charging forty or fifty dollars for what would be considered dear in Washington at twenty.

Table B shows the number of vessels sailed, and the export and destination of coffee during the crop year ending with 30th June last, and contains likewise a table showing the comparative exports for five years last.

The quantity sent to the United States was 34,733 bags, valued at $513,048. These figures are, however, the custom-house values, which, being taken on all at the average cost or market price, will not serve as a true estimate for what is shipped to the United States, since such consists of the better and dearer coffees. It is simply the dutiable value, the bag being assessed at one pound of coffee, although it has already paid an import duty, and hence to get at the true value must be added the expenses and charges enumerated in the annexed paper, answer fifth, and the freight and insurance.

The export duty upon coffee is now nine per centum ad valorum ; five of which for account of the imperial and four for account of the provincial governments, collected in two distinct and separate offices. But by a late decree the imperial export duty will be raised to seven per cent. on and after the 1st January next, thus making the total duty upon the export of coffee eleven per cent., collected as before at two offices—seven at one and four at the other.

The province shows considerable advancement in the mode of estimating or collecting its duties, deducting from the custom-house valuation the estimated average cost of bringing the produce to market, often half the valuation of coffee, and upon the remainder assess the duty. As, likewise, in its classification of the articles grown or produced, as regards the levying of duties. The classes are two, viz : "Those benefitted by manual labor," (mão de obra,) such as coffee, sugar, tobacco, rice, pork, corn, and mandioca meal, &c., &c., which pay an export duty of four per cent., and those that are not thus "benefitted," or handled, such as beans, corn, animals, &c., which pay eight per cent.

Only coffee is exported hence to foreign markets, the other products being barely and sometimes not enough for our own consumption. Of sugar we import largely from Rio, Campos,

&c., the cultivation having given place, to a very great extent, to coffee and other more certain and remunerative crops. The tobacco and rice of the province are of superior quality.

There exists a great want of labor throughout the province, which some planters are endeavoring to supply by the introduction of *colonists* from the German states. But such accounts have gone abroad relative to their treatment, not only here but throughout the whole country, that it is with much difficulty they can now be induced to come. They not only have to clear up an almost impenetrable wilderness, but have to learn how to cultivate and grow the coffee, (in which they are mostly employed,) which, of course, is new to them. They till on shares, half to the owner of the soil, who furnishes them with clothing and necessaries; and the general complaint is, that by some means or other they get into debt, and then "debit in account" for or against the half of the *next* crop. The Swiss envoy extraordinary to Brazil, Baron Schudi, sent, it appears, for the express purpose of examining into the condition of the Swiss colonists of Brazil, with this object in view lately paid a visit to some estates up the country, and, I learn, although he found the reports to have been exaggerated, returned much dissatisfied. The Prussian envoy, in his recent reception speech to the Emperor, stated that his was a similar object.

So far as the number of men is concerned, there ought not to be a scarcity of labor. The truth is, it not only takes about five of their laborers, white or black, as long to do a piece of work as it would take one of our southern negroes, but they have no machinery worth the name, nor agricultural implements except the hoe, with which they chop up the ground. Then again, owing to a want of rapid means of communication, many hands are necessarily employed in the transportation of the produce.

The new fiscal regulamento (regulations) goes into effect in our custom-house to-morrow. It comprises some nine hundred separate articles, each a law, and fills a volume, quarto, of 304 pages, not counting index, forms, and title pages. Under its application business at the custom-house will be very much impeded, even if, which many Brazilians doubt, it shall ever be understood; while it will be next to impossible for vessels to avoid heavy fines, to say nothing of the confiscation of goods, which may arise from innocent yet readily committed errors. It is condemned by all here, foreigners and natives, as impracticable and onerous; "but," say they, "the government must have money to pay the interest upon its debts contracted in guarantees to railroads and other projects, and spent in attempts to construct common roads, &c."

Replies to questions contained in the circular (new series, No. 49) of the Treasury Department, dated April 7, 1851, sent as forming a part of despatch No. 9 from the Santos consulate, dated 14th November, 1860, to the Department of State.

The term "cash" in "first-hand transactions" means, and is so accepted here, as in all other markets of Brazil, so far as I am informed, payment within thirty days.

First. Goods are sold for cash or credit, according as supply and demand may or may not enable the seller to maintain his own terms; but, as the trade has been pushed to its utmost, and importations directed upon a scale bordering upon looseness, if not, in many instances, recklessness, for more than ten years past, the buyer, profiting by the competition amongst importers, has been gaining strength in his terms, until now a "cash sale" only is made in rare instances of scarcity of the particular article, or at a price less than the interest upon the sum for the customary term of credit. The term varies from three to twelve months on all articles except manufactured goods, (dry goods, cloths, silks, &c.,) upon which a credit of twelve months is (not allowed, but) submitted to. Hence, sales may be considered to be effected upon the credit system. By custom it is varied on different articles. Salt is usually at four months; flour, mean term, six months. Salt, for an example, a year or two ago was sold for cash; a few

months ago at three months, while lately a sale cannot be made for a less time than four months, unless at a difference of the current rate of interest, now one per cent. per month, in the price. Discounts, it will therefore be seen, are allowed not as a bonus, but as affecting the price to the extent of the current rate of interest for the term of customary credit.

Sales of the produce of the country are made for "cash;" but, owing to peculiar circumstances, payments are made in drafts upon Rio de Janeiro at thirty days' sight, the dealer or seller coming for such as his wants may dictate. Sometimes he wants the whole or a part at once, then again a month or more may elapse before he calls for all; but the draft is made at thirty days' sight, even should he not come for it for two months after the sale.

Second. No bounties are allowed, unless the favorable manner of levying the provincial duty can be so considered, and the manner of estimating it is this: (as coffee is the only article shipped to foreign countries, I speak of it.) Sales of cotton are made every ten days, and, according to the prices paid, the custom-house fixes its valuation, which is an average of prices from the lowest to superior, and this serves for all grades during the following ten days. The export duty is nine per cent. imperial and four per cent. provincial.

Now, from the custom-house valuation the province deducts the average cost of transportation from the interior, and upon the remainder levies its duty of four per cent. Thus, the custom-house finds that for all qualities an average price of five millrees 5‖000 per arroba (32 pounds Brazilian, equal to 32.379 pounds English) was paid, and upon this price the duty is levied. The average cost of transportation is estimated by the provincial officer at (1‖500) one millree five hundred rees; then the provincial valuation would be (3‖500) three millrees five hundred rees per arroba, and upon which the provincial duty is levied. At Rio de Janeiro the full duty of nine per cent. is taken upon the full valuation. In all cases the bag is taken as one pound of coffee.

I know of no other reason for this reduction than that of encouraging shipment of an article which has only been cultivated to any extent within the past ten years. It is the same by all vessels.

Third. Three per cent. on cost and charges on all articles.

Fourth. There are no brokers here.

Fifth. As coffee alone is exported hence to foreign countries, I give the customary charges and expenses upon a shipment of such:

Bag, seven hundred rees.

Duty, as explained in article 2.

Porterage, one hundred and sixty rees.

Capatagias, ten rees per arroba. (This is a government charge, nominally for the service of laborers at the consulado.)

Consul's certificate of currency.

Commission, three per cent. on cost and charges, to which should also be added the commission of two per cent. for drawing and negotiating the exchange on Europe to pay for the amount of invoice, whether drawn or negotiated, or both, at Rio de Janeiro, or, as seldom occurs, here.

All the foregoing charges are separate from the purchase, except the bag, which the dealer furnishes at a profit of about sixteen cents each.

Ships lie at wharves to unload and load, paying in the former case thirty millrees, and in the latter twenty millrees. A vessel is longer in discharging than in loading, and hence a higher charge. A salt vessel will sometimes be a month discharging. Coffee can be shipped at the rate of 2,000 bags per day.

Sixth. The produce that comes here comes for sale on account of the farmer, the dealer here charging three per cent. for selling, which comes out of the proceeds of the produce sold.

All expenses of transportation and the like previous to sale, except the bags, are borne by the the farmers. The purchases for export are made here.

Although not probably pertinent to question sixth, I will here endeavor to give the department an idea of the disadvantages under which the country generally labors, but specially the province of Santo Paulo, of which Santos is the seaport, in respect to the facilities for transportation.

The area of the province is said to be about 173,000 square miles; population, about 600,000. The only means of transit to Santos is over a mountain road down to the village of Cubatao, at the foot of the mountain range; thence nine miles to the city, over the low island plain. This latter is the worst road I ever travelled upon. In wet weather, lasting but a few days, it becomes almost impassable, in many places the mud being deep enough to sink the animal to his body, and I am told that such often happens at intervals throughout the entire length of the road. With exception of a few trucks, with solid wooden wheels upon a revolving axle, which sometimes come and go between the city of Santo Paulo and here, all the transportation is effected with mules, hundreds of which are broken down or left dead along the road in the course of a year. Some come and go a distance of two hundred miles each way, consuming often more than a month on the "round voyage." No mule carries more than eight arrobas, and there is a man to every eight mules. In the rainy months—December, January, and February—the average cost of transporting coffee sometimes reaches two millrees ($1 05) per arroba. At present, the average is estimated at one millree two hundred rees (63 cents) per arroba, or $3 15 per bag of 160 pounds.

The carts or trucks spoken of are drawn by oxen, from four to eight to each truck. These are used for the transportation of very heavy articles.

For "keeping the road in repair" hence into the interior, the tolls collected at the rude bridge over the river at Cubatao are devoted. By a calculation easily made, these tolls must yield a yearly revenue of somewhere near ($45,000) forty-five thousand dollars. Though this has existed for years, the road is a most miserable affair.

An intelligent gentleman, who has the run of these matters, has informed me, since writing the foregoing, that the revenue of the bridge is 120,000‖000 rs., or ($63,000) sixty-three thousand dollars per annum; toll about ten cents per loaded mule or animal going up, and same upon all coming down.

A.

Import trade of Santos, in Brazil, during the fiscal year ending with June 30, 1860.

The foreign vessels arrived consisted of 13 with assorted cargoes, 41 with salt cargoes, 51 with ballast, and one in distress; total, 106 vessels, of which six were American. There also arrived 240 national vessels, coming, with very few exceptions, from ports of the empire. Total arrivals, 246 vessels.

Value of importations, taking the Spanish dollar at 1,920 reis, Brazilian currency:

Coastwise	$4,491,000
Direct	290,000
	4,781,000

FLOUR IMPORTED.

Coastwise, (nearly, if not all American, from Rio)	13,130 barrels	$145,240
Direct from Trieste	1,500 barrels	14,467
Total	14,630 barrels	159,707

SALT IMPORTED.

Coastwise	13,413 alqueires.
Direct	411,373 alqueires.
Total	424,786 alqueires,

equal to 437,923 bushels, and in the absence of correct figures may be considered as fully worth $107,210, this being, if any out of the way, under the average market value.

B.

Export trade of Santos, in Brazil, during the fiscal year ending with June 30, 1860.

The departures of foreign vessels were as follows: 81 with cargoes of coffee, 25 with inward cargoes of salt, 1 in ballast, and 1 in distress, seeking a place to repair; total, 108 vessels, of which six were American. Besides these 235 national vessels sailed.

Export and value of coffee, taking the Spanish dollar at 1,920 *reis, Brazilian currency.*

To channel	197,644	bags.	
Hamburg	22,618	do.	
Altona	2,150	do.	
Havre	10,260	do.	
Antwerp	4,500	do.	
Mediterranean	19,863	do.	
New York	17,000	bags.	
New Orleans	8,000	do.	
Hampton Roads	4,500	do.	
Philadelphia	4,000	do.	
Baltimore	1,233	do.	
	34,733	do.	
	$513,048		
		34,733	do.
Total		291,768	do.
		$4,318,166	

Comparative exports of coffee during the last five fiscal years, ending June 30.

	1855–'56.	1856–'57.	1857–'58.	1858–'59.	1859–'60.
Europe	145,597	143,406	125,602	154,877	257,035
United States	8,920	8,050	26,600	36,040	34,733
Total bags	154,517	151,456	152,202	190,917	291,768

PERU.

CALLAO.—WILLIAM TREVITT, *Consul.*

APRIL 1, 1861.

In obedience to section 14 of Consular Instructions in regard to commerce, &c., I have the honor to note the recent enactment of a law by this government authorizing the importation of Chinese emigrants to this country, the trade hereafter to be open to ships of all nations. I herewith enclose a copy of "*El Comercio*" newspaper, bearing date March 30, 1861, published at Lima, enclosure No. 1, containing the said enactment.

Substantial provisions of a decree made at Lima, March 14, 1861.

The Peruvian republic, considering that the abolition of slavery in 1855 and the difficulty of obtaining and regulating the work of day laborers had greatly depressed all the branches of agriculture, which are absolutely essential to the maintenance of social order, has, by a law published and approved March 14, 1861, legalized (article 1) the introduction to Peru of Asiatic coolies as laborers on farms and plantations, and in the various branches of domestic servitude, provided they enter into contracts with the proprietors, or their agents, at the foreign ports from whence they may come, or upon their arrival in the ports of Peru. The vessels on which they shall be imported (article 2) shall not carry more than one coolie for each ton of her measurement, under penalty of $500 fine for each coolie in excess of such number.

ART. 3. All contracts, although made in a foreign port, shall have effect in Peru, unless contrary to the laws of the republic. The transfer of contracts is forbidden unless done with the consent of the coolie.

ART. 4. The law of March, 1856, relative to Asiatic coolie immigration is repealed so far as it conflicts with the present law.

OCTOBER 1, 1861.

I deeply regret that in complying with sections 153 and 154 of Consular Regulations I cannot report that high prosperity to American shipping interests that I had the pleasure to communicate in my last annual report on the trade of this consular district, which showed the American tonnage to have been considerably greater than that of any other nation in the world, and almost equal to that of all the rest together.

The following table covers the entire period since I entered upon my duty in this consulate, recapitulating in this report the returns then made of American ships, together with those subsequent thereto to the present date:

Quarters.	No. ships.	Tonnage.	No. of crew.	No. of ships sailed to U. States.	Tons of guano shipped to the United States.
Fractional quarter, March 4 to 31, 1860	17	14,771	492	13	11,894
Quarter ending June 30, 1860	72	71,718	1,872	46	38,314
Do September 30, 1860	41	39,996	1,434	17	20,229
Do December 31, 1860	45	40,762	1,129	18	20,383
Do March 31, 1861	23	18,108	613	4	2,487
Do June 30, 1861	12	10,065	269	1	500
Do September 30, 1861	11	10,211	255	1	----------

The above represents the registered tonnage only, to which one-third should be added for the actual carrying capacity of our ships. By the above it will be seen that there has been a steady and very great falling off in the shipping here since the beginning of the present year. A large proportion of those ships which arrived during the last quarter of the past and the first quarter of the present year came here under charters obtained some time previous. The table also shows that but very few of these ships took guano to the United States, the most of them having gone to foreign ports, while during the period from 4th of March to December 31, 1860, there were 94 ships, with an aggregate tonnage of 90,820 tons, which were bound to the United States.

The present unhappy troubles in the United States, falling with more than equal severity upon the guano consuming States, in addition to the fact that there was already a large supply on hand, has contributed, doubtless, to the suspension of importation to the United States of this valuable fertilizer; and the same, with perhaps other causes, have checked its introduction, though to a less extent, into other countries, which, in the diminished demand for ships, gave the carrying business to their own vessels. Freights, however, when offering, have usually maintained their former rates, averaging about $15 per ton for Europe or the United States.

The exports from this consular district to the United States, in American vessels, besides guano, have been exceedingly limited. Some twenty casks of Peruvian sherry wine, less than one thousand salted hides, thirty-eight dozen sheep skins, and a cargo of brown sugar, 315,958 pounds, (the latter for San Francisco,) embrace about all for the past year, as shown by the records of this office, as *shipped in American vessels*. The following are the official reports of the sales of guano for the year ending June 30, 1860:

July 1, 1859, *to June* 30, 1860.

Great Britain	138,797 tons.
Belgium	31,745 tons.
Hamburg and the Baltic	21,067 tons.
Holland, Norway, and other northern countries	14,140 tons.
Italy	2,237 tons.
Spain	18,105 tons.
France	31,273 tons.

Quantity of guano on the Chincha islands, according to the report of Engineer Farragut, commissioned by the government to make a survey and estimate of the guano upon these Chincha islands, reported the following, as the result of this investigation, on the 1st of September, 1853:

Chincha islands, north	4,189,477 tons.
Chincha islands, middle	2,505,945 tons.
Chincha islands, south	5,608,678 tons.
Total	12,304,100 tons.

Since the above estimate (in 1853) there have been shipped, in round numbers, a little less than 3,000,000 tons, leaving on the island, on the 1st January, 1861, about 9,500,000 tons.

There are also large deposits of guano upon the islands in Independence bay, some forty miles to the south of the Chinchas, Pabellon de Pica island, and main land. South of Iquique, where the Lizzie Thompson and Georgiana were seized, which, in addition to the well known Lobos islands, to say nothing of less deposits at other points, will furnish Peru with the ready

material for an extensive commerce for many years, without counting upon her saltpetre and other mineral wealth already developed and extensively worked, or her other immense undeveloped resources.

The foregoing review of our commerce with Peru, showing a large decrease in our shipping interests during the last half year, as connected with the guano-carrying trade, naturally suggests the inquiry if measures may not be taken to bring back a fair proportion of this business. At present the entire guano-carrying trade is at the disposal of agents of the government, who contract for it upon specific terms for a period of years.

The only remedy that presents itself, as promising relief to our shipping interests, lies in negotiation with this government for the sale or freight of guano, whereby our ships with cargoes from California or the Atlantic States bound for this coast may procure a cargo of guano on account of owners or otherwise.

As the most important of these government contracts for the supply of guano will soon expire, it occurs to me to be a favorable moment to enter upon negotiations upon this subject, which is of such vast importance to our commerce, and but little less to our agriculture.

The articles next in importance to the commerce of this country are the saltpetre and borax, or borate of lime, shipped from Iquique.

SALTPETRE OR NITRATE OF SODA.

Since the discovery of the great utility of this substance, thirty years ago, its exportation has increased from 30,000 to 1,600,000 quintals in the year 1859. It constitutes the chief wealth of the province of Tarapaca, where it is found in great abundance, at from eighteen to twenty miles of the coast, in a vast plain which runs the whole extent of the province, from north to south, to the desert of Atacama.

Export of nitrate of soda from Iquique for the year 1860, *and the countries supplied.*

	Quintals
England	426,978
France	185,193
United States	133,128
Germany	129,188
Holland	10,515
North of Peru	1,800
Various countries	483,446
Total	1,370,248

BRAX BORATE OF LIME.

This substance, said to be a double borate of soda and lime, is found in the same province with the saltpetre, in a plain of great extent, at a depth of from four to six feet below the surface, not in veins or regular layers, but saturating a kind of muddy earth. Its extraction or separation is simple and easy, and may be performed by women and children, from which they are said to realize from two to three dollars a day. Its price in the excavations where it is obtained in the crude state, in which it contains some ten or twelve per cent. of water, is from one dollar and a half to two dollars a quintal; its freight to the port from a dollar and a quarter to a dollar and a half a quintal; and sells, when dry and placed on board in Iquique, for four dollars and a quarter, including the sack. In the process of refining from this state it is said to lose less than one-half, and refined borax is worth in England from $14 to $15 a quintal.

The *silver mines* of Peru continue to be worked with profit in many parts, and as extensively as for years past, the product of which constitutes a large item in her exports. There is no doubt but that the silver deposits of Peru are large, and that they are spread over a large extent of the mountain ranges; but the badness of the roads, scarcity of fuel, and insecurity from various causes, discourage the working of any but the richest veins. *Gold*, *copper*, and *tin* are also worked to a very considerable extent, and with remunerating profits, and help to swell the list of exports. The produce of these metals would be greatly increased but for the obstacles already enumerated.

The following tables, which present a compendious summary of the commerce, and a concise statement of the public debt of Peru, are translated from the last published report of the minister of hacienda.

Table of national produce exported from Callao during the year 1859.

Articles.	France.	England.	Hamburg.	North America.	China.	Germany.	Chili.	Central America.	Panama.	Ecuador.	Total.
Spirits		$17 00					$3,069 75		$7,199 50	$5,652 50	$15,938 78
Cotton	$9,750 00										9,750 00
Sugar							49,530 00	$40 87			49,570 87
Coffee	90 00										90 00
Cigar cases									204 00		204 00
Hides		19,775 00							2,590 00		22,365 00
Goat skins	375 00										375 00
Cochineal	1,237 50	2,475 00			$1,650						5,362 50
Music strings									310 00		310 00
Chocolate		74 00					100 00				174 00
Common brown sugar							29,766 44				29,766 44
Woollens	9,500 00	71,800 00	$380								81,680 00
Metals		34,230 00						400 00	1,200 00		35,830 00
Gold dust		3,819 00							247 00		4,066 00
Gold in bars		28,050 00							6,035 00		34,085 00
Gold coin	7,635 38	1,155 00							49,097 50		57,887 88
Silver coin	115,436 63	24,588 00							86,080 62		226,105 25
Silver piña	139,092 37	291,495 92				$5,313			1,187,996 21		1,623,897 50
Old silver	20,523 42	13,500 00							6,822 50		40,845 92
Saltpetre		240,300 00						19,500 00		9,375 00	269,175 00
Grass seed									350 00		350 00
Straw hats							270 00	84 00	630 00		984 00
Vicuna hats									360 00		360 00
Wines		27 50		$144					9 00		180 50
Total			380	144	1,650	5,313		20,024 87			

Table of national merchandise exported during the year 1859.

Ports.	Articles.	Weights or measures.	Quantities.	Values.	Total.
Iquique	Saltpetre	Quintals	1,574,199	$3,148,398 00	
	Borax	do	6,161	123,220 00	$3,271,618 00
	Raw cotton	do	492	4,924 00	
	Copper	do	3,388	16,940 00	
	Alpacca wool	do	4,559	205,160 00	
	Sheeps' wool	do	635	7,622 00	
	Chocolate	Arrobas	6	36 00	
	Gold dust	Ounces	6,777	108,433 00	

Table of national merchandise exported during the year 1859—Continued.

Ports.	Articles.	Weights or measures.	Quantities.	Values.	Totals.
Iquique	Gold coin	Ounces	122	$2,074 00	
Arica	Silver piña	Marcs	9,997	84,821 00	
	Old silver	do	1,363	8,861 00	
	Silver coin	Dollars	20,429	20,429 00	
	Chinchilla skins	Number	307	921 00	
	Cow hides	do	179	2,698 00	
	Vicuna skins	do	21	127 00	$463,046 00
Islay	Sundry merchandise			944,919 00	944,919 00
Callao	Cotton			9,750 00	
	Coffee			90 00	
	Cigar cases			204 00	
	Cow hides			22,365 00	
	Goat skins			375 00	
	Music strings			310 00	
	Chocolate			174 00	
	Spirits			15,938 75	
	Sugar			49,570 87	
	Cochineal			5,362 50	
	Common brown sugar			29,766 44	
	Woollens			81,680 00	
	Metals			35,830 00	
	Gold dust			4,066 00	
	Gold in bars			34,085 00	
	Gold in coin			57,887 87	
	Silver coin			226,075 25	
	Silver piña			1,623,897 50	
	Old silver			40,845 92	
	Saltpetre			269,175 00	
	Grass seed			350 00	
	Straw and Vicuna hats			1,344 00	
	Wines			180 50	2,509,323 59
Huanchaco	Gold	Castellanos	10,628	14,340 00	
	Silver	Marcs	40,579	344,921 50	359,261 50
	Sundry merchandise			389,237 63	389,237 63
San José	Provisions			37,091 00	
Paita	Cotton, hides, straw hats, bark, sundry merchandise, coffee, hammocks.			177,988 00	215,089 25
Loretto	Canvas, lard, gold, hats, sarsaparilla, tobacco, and sundry merchandise.			27,458 00	27,458 00
Chincha Islands	Guano to England	Tons	77,293	4,637,580 00	
	Do. to France	do	13,536	812,160 00	
	Do. to United States	do	43,996	2,639,760 00	
	Do. to Mauritius	do	7,337	440,220 00	
	Do. to Chili	do	100	6,000 00	8,535,720 00
	Total		142,262		16,715,672 97

Table of foreign importations during the year 1859.

Ports.	Silks.	Linens.	Cottons.	Woollens.	Clothing.	Provisions.	Hardware.	Assorted merchandise.	Total.
Iquique.....	$2,208 81	$5,065 31	$13,138 06	$20,451 00	$204,815 63	$765,994 18	$383,510 63	$860,807 69	$2,255,991 31
Arica	34,250 00	8,130 87	112,221 75	91,209 75	74,012 00	291,686 87	.....	363,458 25	974,969 49
Islay	.....	.....	.....	.....	.....	.....	.....	.....	1,454,358 00
Callao.....	297,055 06	236,953 00	1,975,264 94	1,514,834 12	885,639 81	1,077,113 94	2,426,300 25	654,643 56	9,067,804 68
Huanchaco.....	13,362 37	3,575 25	174,456 25	46,724 69	6,219 12	7,787 25	.....	44,189 44	296,314 47
San José.....	736 50	1,875 00	34,339 25	8,631 94	1,717 75	24,888 75	.....	19,195 87	91,385 06
Paita.....	5,729 13	12,994 13	154,229 25	36,162 00	5,534 00	93,499 00	.....	213,694 88	521,842 39
Loretto.....	450 00	500 00	3,750 00	.....	.....	.....	.....	21,794 00	26,494 00
Total.....	353,791 87	269,093 56	246,499 50	1,718,013 50	1,177,948 31	2,260,969 99	2,809,810 88	2,177,783 69	14,689,159 40

RESUMÉ.

Importations	$14,689,159 40
Exportations	16,715,672 97
Balance in favor of Peru	1,396,450 66

PUBLIC DEBT OF PERU, 1860.

Anglo-Peruvian		$7,882,000
Deferred debts		5,913,500
Debts transferred to Hegan		1,589,000
Debts transferred to Uribanen		4,405,500
Debts transferred to Montane		2,102,400
Debts transferred to New Granada		1,628,000
Debts transferred to Ecuador		685,000
		24,205,400
Domestic debt.		
Consolidated	$7,849,153 44	
Manumission of slaves	1,780,516 69	
		9,629,670 13
Total debt		33,835,070 13

AGRICULTURE.

I had occasion in my last annual report on trade, &c., to allude to the depressed condition of agriculture in this country, so highly favored by both climate and soil, and clearly designed to occupy a very high rank in this branch of industry.

With a climate possessing all the advantages of the torrid and temperate zones; with a soil (when water can be procured for the purposes of irrigation, and in those parts which are sufficiently watered by timely rains) equalling the most prolific in the world; with the most powerful fertilizer known to man, prepared by nature to the hand of the husbandman, sufficient for the consumption of the country for centuries, it would appear to the casual observer that Peru should not only produce every article for the consumption of her own population, from those to supply the wants of the most humble to the luxuries for tastes the most refined, but also provide a large surplus for less favored regions.

So far, however, from this being the case, large quantities of the most common native products are imported to supply the current demand of the people in many parts of the country.

One of the most prominent causes of this is the want of some well-regulated, reliable system of labor. The labor of the country was formerly performed chiefly by slaves. In 1855 African slavery was abolished, and upwards of twenty-five thousand blacks were set free—

turned loose upon society—thus not only suddenly depriving agriculture, but every other branch of industry, of its accustomed labor, and at the same time afflicting the country with beggars, thieves, robbers, and every variety of outlaw, until it became unsafe to occupy country residences unless surrounded by an inconvenient train of faithful attendants, and dangerous to walk in unfrequented streets or in the outskirts of the most populous cities after nightfall.

It is, perhaps, fortunate for the country, however, that this class of population is fast disappearing. Through their dissipation, licentiousness, and crime, and the penalties attached, at no distant period the liberated negroes of Peru will only be remembered for the crimes they have committed, and regretted for the demoralizing influence their acts have produced upon society.

To compensate to some extent for this loss to the productive labor of the country, the government has from time to time granted special privileges to individuals to introduce Asiatic laborers, bound to compulsory service for a term of years for a nominal consideration; and during its last session Congress enacted a law, (a copy of which I have translated and hereto annexed, marked A,) making the trade in Asiatics free to vessels of all nations. Many have already availed themselves of the provisions of this law. Planters, shipowners and adventurers, and all have profited by the speculation under it, and the places vacated by the manumitted negroes are now being occupied by this class of laborers. Intellectually superior, but physically inferior, the latter fall far short of making good the places of the former. Their term of service is usually eight years. They are valued here at an average of four hundred dollars each, which may be regarded as the selling price, the master paying the coolie four dollars a month—sometimes more—and usually furnishing him two suits of clothes a year, all in addition to the original amount paid. A long sea voyage and change of climate proves fatal to many, and leaves the survivors feeble; so that the period required for recuperation and acclimation, together with the time appropriated to acquiring a competent knowledge of their new mode of work under all the embarrassments of speaking a foreign language, may render unavailable nearly one-fourth of the time for which they are bound to servitude.

If reliance is to be placed in the tables prepared for purposes of life assurance, where the mean expectant period of human life is placed at fourteen or fifteen years, and if this calculation would hold good when applied to Asiatics bound to eight years' servitude in a country and climate new to them, it would appear from the above estimate of their original cost to their masters, including their monthly pay and annual expenses, that there would be but little difference in the cost of this kind of labor and the average of that of negro slaves in our southern States, at current prices there, provided the Asiatic be in every respect equal to the negro. This, however, is not believed to be the case. I have been told by those practically familiar with both races as laborers, that where much physical power is required, two average negroes are equal to three Asiatics. In some kinds of work this rule will not hold good, and it is probable that in the culture of cotton the latter may be equal to the former.

The master, having no interest in the coolie beyond the period of his indentured vassalage, it is more than doubtful if he receive that care which individual interest in the person of the slave secured under the former system of African slavery. That slavery, here as elsewhere, proves the mildest where the master sees it his interest to keep the slave in health and vigor by whatever may conduce to his health and comfort.

Males alone being imported as their terms of service expire, if the industrial interests of the country look to this system of labor, the coolie trade must necessarily continue as long as agricultural or other pursuits may require. The wants of the country once supplied, fresh cargoes must be imported to supply the places of those made vacant from death or otherwise. There being no natural increase, the system, to be successful, must be perpetual. As the master's responsibility for the care of the coolie ceases upon the expiration of his indentured apprenticeship, if worn out or unfit for labor from any cause, he becomes at once a subject

for public charity; so that, if this trade be carried to the extent of the demand for labor, a broad field will be opened for the exercise of all the philanthropy of this and the coming age, to minister to the wants of the large class of diseased, crippled, and superannuated who will be thrown paupers upon the country, with no provision for their maintenance.

SUGAR.

It is well known that those parts of Peru at present cultivated lie chiefly west of the great range of the Cordilleras. As it never rains near the coast, such portions only are cultivable as are susceptible of irrigation, and this is only done at heavy expense, a great outlay being originally required for the construction of the large canals and the lesser distributing ditches, these being always subject to further annual and periodical expenses for keeping open and attending to a systematic flooding of the fields. Those valleys, of course, are alone susceptible of cultivation where permanent streams are found, and such lands as, from their level and regular surface, can be flowed. Where sufficient water can be supplied—the fertility of the soil and the benign climate, which is neither very hot nor so cold at any season as more than to slightly check the growth of vegetation—a succession of abundant crops are yielded the year round

In many of these valleys, with the requisite supply of labor, abundant crops of sugar of the best quality are produced. It, however, requires two seasons for the cane to mature. A sufficient quantity is already produced for the consumption of Peru, besides a considerable quantity for export, which stands fair in foreign markets. Chili and all the colder Pacific countries receive considerable quantities from this source. Very recently several cargoes have been shipped to California and Australia, and at remunerating prices to the shippers.

Rum is distilled from the product of the sugar estates not only equal to the wants of the country, but no inconsiderable quantity is yielded for foreign commerce, and sent to Chili, to Bolivia, and some other South American countries. The high rate of duties on foreign spirits affords ample protection and high prices in the home market. With an adequate supply of reliable labor the products from the sugar cane, even of the western side of the Cordilleras alone, would be very greatly increased, yielding returns handsomely remunerative to the investment.

COTTON.

I have recently received many inquiries from different sections of the United States as to the culture of cotton here, past, present, and prospective, and as to the practicability of successfully competing in its production with other cotton-growing countries for the European and other foreign markets, to all of which I cannot give a more comprehensive reply than to make a brief statement of the progress and prospect of its culture here in the same connexion with the cultivation of the staple agricultural productions of the country that are of prime necessity for the consumption and maintenance of the people at home, and the prices they command.

We find an abundance of evidence, in immense numbers of old Indian graves scattered over the entire western coast of Peru, that cotton was not only grown, but that cloth of an excellent quality was manufactured from it to a considerable extent long before the Spaniards placed foot upon Peruvian soil. I have now in my possession a specimen of cotton cloth which I took out of an Indian huacco, where it had been buried in the same grave with its owner a long time before the discovery of this country by Europeans, and for service for real utility it cannot now be excelled by the product of most improved machinery.

The cotton plant grown here is indigenous to this country, and is of perennial growth; attains to the size of a small tree; sometimes to the height of from six to twelve feet or more. It matures sufficiently to give one crop within the first year from planting, and, with proper cultivation, two pickings a year afterwards; attains the most perfect development the third

year, and, under ordinarily favorable circumstances, lasts about seven years. It may be said to decline after the fourth year, till it finally decays about the seventh, though sometimes it lasts much longer. The mode of culture varies with different planters. The plants are usually placed at from twelve to eighteen feet apart, according to the soil and supply of water.

The plants are placed along the irrigating ditches, thereby economizing water, which is here of the greatest importance; and as cotton requires less water to grow a short fine variety than most standard crops demand, lands may be successfully appropriated to its culture that would not answer for sugar and most other staple crops.

This is the same cotton tree, I presume, described by Mr. Squires. Dr. Livingston also met with it in Africa; and it is indigenous to many localities, growing in dry climates where there are no frosts to check its growth.

From the investigation I have given the subject, I think there is little doubt but our annual cotton plant, so successfully cultivated in the southern States, was originally derived from this; that it has by culture and the force of our hot, moist climate, been forced to earlier production, and to adapt itself to the necessities of a shorter season because an annual; and, instead of a year that is required in this dry, (and though nearer to the equator,) comparatively cool climate, the balls mature in four or five months in our cotton States.

Repeated attempts have been made to introduce the sea island cotton in Peru, but they have failed.

The provinces more especially appropriated to the culture of cotton are Ica, Chiclaya, Lambayeque, and Trujillo. Considerable attention has also been paid to its production in the valley of Casma and in several other localities.

I have not been able to obtain any reliable data upon which to base a calculation of the quantity of cotton grown in Peru. It is small, however. In the table of exports will be found a statement of cotton exported during the year 1859. Nor can I find any reliable information as to the product per hand upon cotton estates.

Señor Salcedo, in a report to the "Society of Manchester," represents the average yield as about two pounds of cotton in the seed to a tree at each picking, and that this will yield fifty per cent. of clean cotton after it is divested of the seed. Others, however, with more practical experience, have assured me that half a pound to a picking of seed cotton was fully an average yield, and that thirty-three per cent. of clean cotton was all that could be calculated upon.

The Annario Nacional for 1860 states, upon the authority of the "Central Society of Agriculture" of Lima, that "upon the hacienda Talambo there are employed as follows: 96 coolies, 50 peons of the country, besides 176 other persons, embracing adults and children, making, of all conditions, a total of 322 devoted exclusively to the growing of cotton; these cultivate 250,000 plants, and in the cultivation of 400,000 additional plants 300 persons are employed." Allowing four pounds per annum to each plant would give, in round numbers, 4,000 pounds to the hand.

In the same authority is found the following: "The number of plants cultivated in the province of Chiclayo exceeds 700,000, from which the quantity of 8,000 quintals of cotton in the seed were sent to the United States, the product of one year;" showing a wide difference between the actual product and the above allowance of four pounds per annum to each plant, and just as wide a difference between the facts and the calculations of Señor Salcedo.

Capacity of the country to furnish a supply of cotton.

I have before stated that the only land susceptible of cultivation on the western slope of the Cordilleras was the comparatively small quantity that lies contiguous to permanent streams, and so located as to be regularly watered by a system of expensive irrigating ditches. Every acre of land thus situated upon the chief valleys was cultivated by the Indians in the time of

the Incas, as is shown by the remains of their immense canals and extensive ditches, which were so arranged as to bring into cultivation the smallest parcel, all of which appears to have been required for the sustenance of the population then inhabiting Peru.

Can cotton be cultivated in Peru at competing prices with the United States?

While cotton was cultivated for home consumption alone it commanded enormous prices, say forty or fifty cents a pound. This trifling demand supplied, the surplus becomes a competitor in a market with the cotton of the United States, which is undoubtedly the best cotton-growing country in the world, and, with its labor, the most perfectly systematized. But we have not alone to meet the question as to whether the lands and system of labor of Peru are equal to those of other cotton-growing countries; we have to look further, and see whether, in the present condition of agriculture in Peru, these lands and this labor may be far more profitably appropriated in the cultivation of other crops, with a home market and high prices, protected by a high tariff, and with a certainty of a continuance of this state of things for the present generation.

I have elsewhere said the staple crops of our western, middle, and southern States were all produced from the fertile valleys of Peru in some latitude, and found sufficiently contiguous to the populated districts to meet the demands of their inhabitants, and in the same profusion as in many of the States named, and that many of them were reproduced by the second and even, in some cases, the third crop each year.

The following, I think, pretty fairly represents the average of prices in this market, and about the same prevailed in the city of Lima for, say, the past two years, and may be regarded as a fair basis for calculation, viz:

Flour, $7 per hundred-weight; corn meal, $6 per hundred-weight; Indian corn, $3 per hundred-weight; barley, $4 per hundred-weight; rice, $10 to $12 per hundred-weight; potatoes, $3 to $5 per hundred-weight; coffee, thirty to forty cents per pound; butter, Peruvian, $1 per pound; beef, fifteen to twenty-five cents per pound; turkeys, $5 each; chickens, $1 25 to $2 each; ham, fifty to sixty cents per pound; fresh eggs, fifty to seventy-five cents per dozen; milk, twenty-five cents per quart.

Such is the scarcity of labor, or, rather, so badly is it systematized, that large quantities of the most common staples of Peru are imported, and many of them from the fields lying, it may be said, alongside of those producing the cotton that furnishes the mills that are looking to Peru for rival cotton to supply their spindles.

Hams, butter, lard, beef, pork, and some flour are imported from the Atlantic States, while California supplies barley, wheat, and even potatoes, and eggs are brought from France; all of which, though sold at prices below those established in the market here for home products, have realized to the owners and shippers remunerative profits.

I have presented the facts, and leave to the judgment of the more experienced whether Peruvian cotton, cultivated by her system of labor, is likely to become a successful competitor in remote markets with the products of the lands and labor of the United States, at an increased rate of transportation of at least twelve per cent., unless unfortunate political convulsions should diminish the supply and *largely* increase prices.

The cotton grown here is of a fine, silky quality, in good demand for many purposes, but said to be better adapted to weft than warp, and finds a ready market in the United States, France, and England.

RICE AND COCHINEAL.

Rice is successfully grown in many parts of the country, and with satisfactory returns. The product of this article last year in Lambayeque alone is said to have amounted to eighty

thousand quintals. I have seen broad fields of it in the valley of Cañete, where it produces well without flooding the lands more than in ordinary irrigation, though it requires more water than most other crops. It is of fair quality, and meets with ready sale at good prices, mostly for home consumption.

Cochineal (*coccus cacti*) is grown in considerable quantities, and with remunerative returns. It is said to be of excellent quality, the climate being well adapted to its production. The product of the crop last year in the valley of Ica alone was from thirty thousand to forty thousand pounds. It sells readily at from $1 to $1 25 per pound. Some sales are made in Bolivia, and considerable quantities are shipped to Europe, to China, &c.

WINES, BRANDY, ETC.

Vines flourish admirably, under proper management, there being no winter to interfere with their perpetual growth. Wines of a superior quality to any grown in South America are produced here. In the province of Ica ten thousand barrels are said to have been produced last year. Señor Domingo Elias has extensive wine cellars, where he usually has two hundred thousand gallons on hand of an excellent imitation of sherry, Madeira, and Malaga; and brandy, known by the name of "Italia," the product of distillation of the Italia grape, is very much extolled for its superior excellence, and commands a high price. There is no doubt that the soil and climate of Peru are equal to the production of all the wines and brandies to meet the demand of the whole of South America, if not the entire western hemisphere. As in the case of all other branches of industry, the labor alone is wanting.

Coffee is produced to some extent in different provinces of the republic, and of a quality not excelled in any part of the world; yet but little attention has hitherto been bestowed upon it, although a large quantity is consumed here, and at enormous prices, ranging from thirty five to forty cents per pound. There can be no doubt that it might be made one of the most profitable agricultural products grown in Peru.

Tobacco of excellent quality is grown in some of the provinces, but I have not been able to procure satisfactory statistics upon its production. In the valley of Lambayeque the crop of last year was upwards of 18,000 quintals. The high price and enormous home demand for this article could not fail to secure a large profit to those engaged in its culture.

Indian corn, beans of every variety, Irish and sweet potatoes, are well adapted to the soil and climate, and give returns fully equal to any portion of the United States.

Yuca, a farinaceous root of great delicacy and exquisite flavor, is cultivated extensively, and used very much as the potato; it is exceedingly prolific, and as the entire plant serves as fodder for animals its culture is regarded as quite profitable.

Alfalfa (lucern) is extensively grown; it is very prolific and constitutes the chief food for horses and cattle.

Olives, in some portions of Peru, are very abundant and of most excellent quality, not perhaps excelled by those of any portion of the world. There are several mills for producing the olive oil, which is of excellent quality. Both the olives and the oil find a ready market at high prices.

All the fruits of the tropics may be grown here with great facility; they yield abundantly, and are of delicious flavor. Most of those of temperate latitudes, also, grow and produce well here, all of which sell readily and at high prices that should satisfy the most avaricious producer.

Horned cattle, sheep, goats, and hogs, are raised in great abundance and at small expense, and sell readily at high prices. The Peruvian horse, though not large, for fleetness and symmetry of form, and more particularly for endurance, cannot be excelled. The wool of the alpaca and vicuña, of which considerable quantities are annually exported, could be largely increased with great profit to producers.

RAILROADS.

There are but three railroads now completed and in running condition in the republic, making an aggregate of 56½ miles, viz:

First. Callao to Lima, 8½ miles, was completed in the year 1851, at a cost of construction of five hundred and fifty thousand dollars, ($550,000.) Its average net product since its construction has been upwards of $225,000 per annum. In 1859 it reached $332,532, and for eleven months of last year $311,812. Its profits for the entire ten years have been at the rate of 46½ per cent. per annum on its cost of construction, and they are increasing annually.

Second. Lima to Chorillos, nine miles, has been completed about two years, at a cost of $350,000. It already yields 32 per cent. upon cost of construction.

Third. Tacua to Arica, 39 miles. It has been in operation since 1854. I am not able to give the result of its earnings. The government guarantees 6½ per cent. on $2,000,000 stock.

PROJECTED RAILROADS.

During its last session Congress guaranteed a six per cent. stock for twenty-five years on the estimated cost (to be reported by engineers) on the following projected roads, viz:

Iquique to Novia, 39 or 40 miles, estimated to cost $1,250,000. Islay to Arequipa, 120 miles; estimated cost $700,000. Pisco to Ica, 140 miles; estimated cost $1,200,000. Lima to Janja, 50 leagues, at an estimated cost of $30,000,000.

Engineers are at present engaged in surveying some of these routes, and I have understood that agents are abroad with a view to negotiate for the construction of some of them.

Another line of vast importance, in one of the northern provinces, is prominently advocated and believed to be entirely practicable, which contemplates crossing the Cordilleras at a practicable pass, and ultimately connecting the Pacific in the vicinity of the puebla of Magdalena, some twenty or thirty miles north of Trujillo, with the navigable waters of the Marañon, in the province of Cajamarca, at a cost of probably less than half that of the Lima and Janja route.

ELECTRIC TELEGRAPH.

The only electric telegraph in the republic, and which connects Lima with Callao, was established in 1855, with a subvention of $500 a month. Other projects have been agitated, but with no immediate prospect of being undertaken.

WHALERS.

In my last annual report I alluded to the promising condition of our whaling interests in the Pacific, under the fostering care extended over it by our late treaty with this government, and remarked that in consequence our whaling fleet in this consular district was acquiring an importance only second to the guano carrying trade. I regret now to have to report a very great falling off in this branch of our commerce. There having been but two arrivals of this class of vessels during the past six months but confirms me in the opinion I expressed in a late despatch, that the whaling business appears to be decreasing everywhere; that the universal use of gas, the discoveries of inexhaustible supplies of coal oil and other cheap substitutes for sperm oil, together with the fact that whales are becoming scarce, are constantly changing their ground, and that the business is attended with more expense, more danger, and less profit every successive year.

[Document A.]

Law authorizing the coolie trade. Ramon Castilla president of the republic.

Whereas the Congress of the republic of Peru considering—

First. That agriculture is the first branch of industry, without which no society can exist.

Second. That in consequence of the freedom granted to slaves in the year 1855 the agricultural districts were left abandoned.

Third. That the want of a law providing for the regulation and systematizing labor on estates imposes the necessity of promoting such measures as may save the country from its present ruinous condition.

Fourth. That if Congress remain passive, and should not annul the decree of 5th of March, 1856, all articles of consumption would experience an increase in price which would render it impossible for citizens to earn by their labor sufficient for their maintenance; has passed the following law:

ARTICLE 1. The introduction of coolies, destined to supply the want of the agricultural districts on the coast of Peru to the useful arts and to domestic service, shall be decreed lawful, provided said coolies be contracted at the port of embarkation by or for such parties to whose service they are destined on their arrival in Peru.

ART. 2. Vessels in which coolies may be embarked shall not receive on board more than one for every registered ton, under a penalty of $500 for every one exceeding such proportion.

ART. 3. Contracts made in foreign countries shall be deemed valid, provided that the stipulations therein set forth be not in opposition to the laws of the republic. Said contracts shall not be transferable without the consent of the coolie.

ART. 4. The decree of the 5th of March, 1856, in so far as opposed to the introduction of coolies, is annulled.

Therefore I command that this law be printed, published, and circulated, and that it be duly observed.

Given in the government house at Lima the 14th of March, 1861.

RAMON CASTILLA.
MANUEL MORALES.

Statement of foreign tonnage and vessels arriving at the port of Callao, in Peru, during the year ending September 30, 1861.

Period.	Nations.	No. of vessels.	Tonnage.
Quarter ending December 31, 1860	English	45	32,243
	French	14	7,950
	German	18	8,351
	Italian	6	2,163
	Peruvian, from other ports than Peru	28	5,407
Quarter ending March 31, 1861	English	48	28,219
	French	11	6,190
	German	12	3,902
	Italian	2	644
	Peruvian, from other ports than Peru	15	4,194
Quarter ending June 30, 1861	English	28	19,420
	French	6	2,995
	German	8	4,084
	Italian	4	1,594
	Peruvian, from other ports than Peru	10	2,382
Quarter ending September 30, 1861	English	31	10,551
	French	7	2,764
	German	8	3,777
	Italian	2	844
	Peruvian, from other ports than Peru	13	3,149

PARAGUAY.

ASUNCION —LOUIS BAMBERGER, *Consul.*

DECEMBER 31, 1860.

Since I had the honor to forward my last quarterly return in despatch No. 6, nothing of much interest has transpired in the commercial relations of this place and country.

The imports for the last three months ending this day amounted to $178,898, and the exports to $254,466. I also have the honor to enclose a statement of the movement at this port for the past year.

The honorable Secretary will not fail to perceive a large falling off in the importation as compared with the year 1859. The consequence of a rather large importation in 1859, and the difficulties importers found in making suitable returns are the reasons for this year's small shipment.

Within a year one of the most valuable articles for export, yerba, was very little bought by private parties, as its value has gone down in the Argentine Confederation, particularly Buenos Ayres, the only market for this tea, over fifty per cent.; and although this government here has been forced to put down its price from $6 75 to $3 per arroba, only the very best quality could be sold at Buenos Ayres, but still at a loss.

The old crop of tobacco had been all sold some time ago, and the new one just now begins to come in, but very slowly and scant. Prices have been very much in favor of the planters all last year, but the exporters could not make any profit on it whatever. A great deal of tobacco had been planted and a very large crop expected, as the weather for the first few months after planting was very favorable, but before the plants were large enough to be transplanted a small insect, (a worm,) began to destroy a great many. After this we had a very wet spring, doing damage; and, as here everything is extreme, we have now a most remarkably dry summer. Therefore it is calculated that the tobacco crop not only will be short but also of a very poor quality. All the tobacco exported to Buenos Ayres, and some of it from there to Europe, (England,) is what is called weak or mild, and the average price of last year has been $2, our money, per arroba of twenty-five pounds; but the tobacco used for home consumption and the neighboring provinces, which is very considerable, (as every one smokes here, without exception of sex or age, beginning with a child of four years old,) is a very strong kind of tobacco, called pará, and is worth from $4 to $6 per arroba, and generally not enough for the demand. This new crop will have very little if any of that kind, in consequence of the very wet season we had.

The prices of all kinds of tobacco are generally very low in comparing its qualities with tobaccos from other countries. Everything here, soil, climate, &c., combine to produce a first-rate tobacco, not inferior to Havana; but no one here understands the curing or proper way of drying it, and still less the assorting of the cane. Not one foreigner is engaged in this branch of business; and the natives are most of them very poor people, not able to hire labor or to put up sheds, and are satisfied with a crop of from 10 to 100 arrobas, as the produce of it will pay for all their little wants. The raising of tobacco here by some intelligent farmer offers a good field for speculation, as exporters prefer tobacco to make returns with, as they have only, besides this, hides to speculate in, and these are not many.

Yerba is a government monopoly; and lumber, so much talked of, if not a monopoly, so difficult to procure that it nearly amounts to one. Only one cargo of timber one of the richest

houses could get ready in all the time I have been here. This they had the misfortune to lose by the sinking and breaking up of their cargo the very moment she was starting; so that, in fact, not one cargo of lumber left this country in nearly six years.

In the amount of exports there is not so much of a falling off, still considerable for the whole amount of business done here, and it would not even show so high a figure if the official custom-house returns would give the real value of the articles exported; but as everything here pays export duty, every article is appraised by government a great deal higher than actually bought. Even cigars, which are the only article free of export duty, are quoted in the official returns at $4 per thousand, when no cigars are exported from here at a higher price than $2, with the exception of a few, (100,000 extra made,) more for the sake of making presents than for trade. Another article of export, the bark of curupai, used for tanning and very rich in the principle of tannin, of which last year about 45,000 arrobas had been exported, is appraised at four reals per arroba, but always can be bought here from one and one-fourth to two reals per arroba at the highest. Lumber, mostly cedar boards, are bought at from one to two reals per foot, pays twenty per cent. export duty, and is valued by the custom-house here from two to four reals, and so as to most articles.

This country being so much better populated than its neighbors, and being at peace at home and abroad, could produce a very large supply of tobacco, cotton, and particularly sugar, which grows here most excellently and of superior quality, if this government did not always keep a very large force under arms on all its frontiers, as well as in the interior. Here in the capital alone we have nearly 4,000 men.

Internal improvements are going on uninterruptedly; but agriculture, which would be the great wealth of this country, is very much neglected and in its infancy yet. The railroad to Villa Rica is very much advanced; nearly all the earthworks for about half the road (45 miles) are done. A great many good and tasteful buildings are going up all over town. There is a large steamer on the stocks, and the United States steamer Argentina has been bought by this government and is now called Olympo. The mail service between this place and Buenos Ayres is performed very regularly by Paraguay government steamers only; the Iequi, Ipora, and Salto de Guayra making a round trip in about twenty days, starting from here the 5th and 20th of each month and returning from Buenos Ayres after the arrival of the European mails. The French steamer arrives at Buenos Ayres about the 1st, and the English about the 14th of each month, keeping us here regularly supplied with news.

Senor Don José Berges arrived here on the 25th of November very much satisfied with his mission, and loud in the praise of our government, people, and country; but somehow it has been remarked that Mr. Berges has not been received at home as the result of his mission made people expect he would be. The Anglo-Paraguay question remains in *statu quo;* and it is said that England will not listen to Mr. Carra's explanation or any other person, if not provided to pay up first and treat afterwards.

The trade between the province of Mato Grosso and this place has increased somewhat, and also with the Confederation. The Brazilian steamer Marques de Olivera is now very regular in her trips from Montevideo to Corumba with mail and passengers, which are transferred there to a smaller steamer to take them up to Cujaba. The Olivera is a fast and large, commodious steamer; coals here coming and going, remaining each time twenty-four hours in port. The Brazilian government pays a very large sum to this steamer's company for carrying the mail; also encourages emigration very much, giving free passages, land, &c., &c.

Labor is very scarce at Mato Grosso, and commands high prices, and the province begins to look like California in her earliest days of gold discoveries. Everything is very dear; the population very small and indolent. They have plenty of cattle, but no horses at all. The horses died, a few years ago, from some unknown prevalent distemper, and people have to haul on bullocks. But gold, the great lever of this world, is very plentiful and fine, and lies in

waiting only for some industrious hands to pick it up. I have no doubt, if this were more generally known, a large immigration would soon fill up the rich province, which, besides gold, copper, and, to all appearances, coal, has for the lucky miner the richest of all fashionable toys, the diamond. Iron is very abundant, of superior quality, and easily worked. A few weeks ago a German engineer, many years in the employment of the imperial government, went up into Mato Grosso to erect the necessary works for making iron; also, to put up a powder mill and other works connected with it. Saltpetre is very abundant, and the copper said to be very rich. As yet, the Brazilian government pays, in some way or other, for its immigration, which is slow coming; but as soon as the "hue-and-cry" is once regularly started, I have no doubt that plenty of adventurers will find their way up this splendid but now silent river, and bring life and business not only to Mato Grosso, but to Paraguay and the Confederation, and who knows, may begin to people and settle the Grand Chaco, an immense tract of land stretching from the river Paraguay to the foot of the Andes, the home of hundreds of tribes of wild Indians, and till now the only sealed book in the geography and history of America. * * * * * * * * * *

DECEMBER 31, 1860.

Statement for the year 1860.

Imports	$884,840
Exports	1,637,904
Duties on imports	191,628
Duties on exports	98,037

Duties on imports are 20 and 25 per cent.

Duties on exports are 5, 6, 10, 15, 16 and 20 per cent.

The following is the aggregate value and quantity of the leading imports and exports:

IMPORTS.

Brown cotton goods	$119,606
Bleached cotton goods	35,081
Handkerchiefs, cotton	24,370
Muslins, white embroidered	40,992
Printed cotton, (calicoes only)	80,000
Bedticks	9,000
Cotton goods of various descriptions	31,674
Coarse packcloth, (Hessians)	7,104
Flannels, (red and blue only)	44,262
Cloth, mostly black	61,062
Silk goods	29,435
Ready-made clothing	5,732
Woollen stuff, mostly blankets	28,860
Hats	5,191
Groceries	155,669
Wine	51,033
Liquors	27,751
Hardware	28,113
Furniture	4,760
American flour	4,930

Books	$5,300
Shoes and boots	12,849

Of which amount $11,000 was shipped back again.

Naval stores	9,261
Playing cards	600

EXPORTS.

Tobacco, 124,637 arrobas, of 25 pounds	$210,370
Yerba, 176,231 arrobas, of 25 pounds	1,093,667
Hides, dried, 40,281 pesadas, of 35 pounds	187,807
Leather, tanned, 4,621 pieces	23,408
Horse-hair, 3,123 arrobas	6,246
Bark of curupai, 44,948 arrobas	22,824
Lumber, cedar boards, 44,214 feet	14,103
Cigars, 5,386,000	23,462
Oranges	23,460
Whetstones, 1,137 pieces, very superior ones	618

The arrival here in the year 1860, 223 vessels, amounting to 8,996 tons and a crew of 2,038 men, under the following flags:

23 Paraguay, all steamers.
14 Brazilian.
179 Argentine Confederation.
5 Oriental, Montevideo.
1 Portugal.
1 Sardinia.

Summary of trade with the province of Mato Grosso, Brazil, in the year 1860:

There arrived in that province this year from Asuncion 27 vessels, with an aggregate of 2,132 tons and a crew of 324 men, under the following flags:

14 Argentine Confederation.
11 Brazilian.
2 Oriental.

Another arrived at Asuncion from Mato Grosso. Twenty-four vessels, measuring in all 2,231 tons, 306 men, crew, of which nine vessels came without cargo.

APRIL 15, 1861.

To-day my first quarterly despatch for 1861 will be, I am sorry to say, of still less interest than they generally are; business, since the beginning of this year, has been unusually dull. The prices of Paraguay produce at Buenos Ayres, the only market for this country, have been very low, and here the farmers hold to their prices so that exporters are unable to buy; but, having no other means of paying at Buenos Ayres, they are forced to buy, and consequently will lose on all articles of export.

The old tobacco crop is all sold, and the new one only begins to come in slowly, but at high prices. Twenty reals for twenty-five pounds is asked, which, with export duty, freight, and other expenses, will bring it to twenty-five or twenty-six reals, put at Buenos Ayres, where only twenty-four reals can be realized just now.

In consequence of the low prices of yerba at Buenos Ayres, this government saw fit to prohibit the sale of this tea for exportation to all private individuals, so as to check exporta-

tion, overload the down river markets, and to be able, also, to control the quality of this valuable article. And no one, at this moment, but the government, sells or ships yerba.

Every article of life is very dear here. American flour, inferior qualities, has been sold at twenty dollars per barrel, and every other article in proportion. Sugars sell here at five dollars per twenty-five pounds. Great many sugars used here are of Brazilian growth.

If there were industry and capital here, sugars could be exported, as this is a beautiful sugar-growing country. A good deal of molasses is made, but mostly converted into spirits, (cana) which sells well here and at the lower provinces.

The imports for the last three months, ending the 31st of March, amount to $183,657, and the exports for the same time to $239,224.

Nothing has transpired, as yet, about the Anglo-Paraguay question, which remains, it appears, in the same shape as when first started.

JULY 10, 1861.

I am sorry to say that the business prospect of this place is worse this quarter, ending June 30, than even the last, in consequence of the unsettled state of affairs of the Argentine Confederation. The news we have here from down the river is very warlike, and consequently all speculations and enterprise between Buenos Ayres and this port are at an end.

Produce of this country is here much higher than in Buenos Ayres, and the price of tobacco has gone up still more since my last quarterly returns, and sells now here at three dollars per twenty-five pounds. Hides and yerba also have gone up, but at Buenos Ayres prices are not sustained, and exporters lose heavily on all kinds of export.

Specie is also very high and scarce. The silver dollar of all coinage (French 5-franc pieces included) is at fifteen per cent. premium, above the value of ten reals to the dollar, which premium has already been paid by this government. The gold doubloon is scarce, at twenty dollars Paraguay paper money.

We are just about in midwinter, which so far has been very severe for this region of the world. For more than a month we have had no rain, and steady cold weather, which is severely felt by this thinly-clad community. The thermometer has been as low as 42° Fahrenheit at 9 o'clock a. m., and this is said to be one of the coldest winters for many years. This cold, dry weather also prevents field work, which generally begins with winter. The river is yet very high for this season.

As usual we live in the greatest quietness and peace possible. Internal improvements are going on steadily. On the railroad from this to Villa Rica the first trial with a locomotive was made on the 14th of May, the anniversary of the separation of this republic from the United Provinces of the River Plata. The locomotive ran a distance of about four or five miles, to the entire satisfaction of all concerned, that is, to this government and its able engineer, George Paddison, esq. It was a most novel sight for most of the people present, who had never seen a locomotive under way by steam, and among the number was his excellency President Lopez.

The imports for the last three months amounted to $402,262, and the exports to $515,116.

The Anglo-Paraguay question is not heard of, and appears just as when first stated.

PART II.

NAVIGATION AND COMMERCE

OF THE

UNITED STATES WITH FOREIGN COUNTRIES

DURING

THE YEAR ENDED SEPTEMBER 30, 1861.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES DURING THE YEAR ENDED SEPTEMBER 30, 1861.

[MADE UP FROM CONSULAR RETURNS.]

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
LONDON.											
Freeman H. Morse.											
From May 20 to June 30, 1861, inclusive, the end of the 3d quarter. No returns for the previous quarters received.	3	Boston	1	Cardiff	1	Sugar, oil-cake, flour, ivory, and sundries.		1	Ballast		Entered: 39 ships, 21 barks, 6 brigs, 6 schooners—72, and 30 in port.
			1	Calcutta	1	Flour, oil, oil-cake, rosin, and sundries.		1	Railway materials		Cleared: 31 ships, 14 barks, 4 brigs, 4 schooners—53; 4 sold and 45 in port.
			1	Providence	1	Wheat, oats, peas, oil-cake, pails, and sundries.		1	Ballast		Agg'te tonnage entered: 52,345.
	11	New York	4	New York	4	Flour, wheat, tobacco, oil, oil-cake, beef, bacon, cheese, molasses, melado, mahogany, and machinery.		2	Chalk, mustard, beer, colors, and sundries.		Tonnage of 30 vessels lying in port May 20: 26,416.
								2	Ballast		30 vessels lying in port on the 20th of May, 1861.
			1	Cardiff	1	Wheat, flour, corn, tin, oil-cake, &c.		1	do.		Inward cargoes now given, because not previously reported.
			1	Shields	1	Wheat, flour, cheese, staves, and sundries.		1	do.		
			1	Sunderland	1	Tobacco, flour, wheat, hops, beef, and sundries.		1	do.		
			1	Akyab	1	Pork, beef, wheat, flour, staves, and sundries.		1	do.		
			1	Sold	1	Wheat, seed, flour, oil-cake, and sundries.		1	Sold		
			2	In port	2	Flour, bacon, beef, pork, tallow, lard, oil-cake, tobacco, and sundries.		2	In port		
	1	Philadelphia	1	Sold	1	Beef, pork, lard, horns, oil-cake, &c.		1			
	1	Havana	1	Sunderland	1	Sugar		1	Ballast		
	1	Matanzas	1	Shields	1	Sugar, rum, and melado		1	do.		
	1	San Juan de los Remedios.	1	do.	1	Sugar and melado		1	do.		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
LONDON.											
Freeman H. Morse.											
From May 20 to June 30, 1861—Continued.	1	Black River, Ja..	1	Boston	1	Logwood, rum, sugar, &c.....	.....	1	Whiting, gum, drugs, &c....	.....	
	1	Valparaiso	1	Fort Philip	1	Guano	.....	1	Iron, lumber, beer, wine, drugs, &c.	.....	
	1	Callao.....	1	Sunderland.....	1	Guano	.....	1	Ballast	.....	
	1	Adalaide	1	In port	1	Wool, copper ore, hides, horns, &c.	.....	1	In port	.....	
	1	Singapore	1	Cardiff.....	1	Gambier, hides, ore, coffee, ratans, &c.	.....	1	....	.....	
	2	Calcutta.....	1	Calcutta.....	1	Rice, jute, seed, rum, hides, &c.	.....	1	Iron and railway materials ...	.....	
			1	Cardiff	1	Rice, wheat, seeds, hides, jute, &c.	.....	1	Ballast	.....	
	1	Altata.....	1	In port	1	Dyewoods, spices, copper, hides, &c.	.....	1	In port	.....	
	1	Scilly	1	Sold	1	Flour, staves, wheat, &c.....	.....	1	Sold	.....	
	2	Moulmain	1	Shields.....	1	Teak	.....	1	Ballast	.....	
			1	Glasgow	1	Teak	.....	1	....do.	.....	
	1	Rotterdam.....	1	In port	1	Ballast	.....	1	In port	.....	
	30	.....	30	.....	30	.....	.....	30	....	.....	
From May 20 to June 30, 1861.	4	St. John's, N. B..	4	In port	4	Deals, deal ends, lathwood, and shingles.	.....	4	In port	.....	
	1	Boston	1	....do	1	Flour, oil-cake, beef, tobacco, and sundries.	.....	1	....do.....	.....	
	24	New York.....	10	New York.....	10	Wheat, spirits, flour, pork, rosin, cheese, oil-cake, clocks, sugar, tobacco, beef, staves, tapioca, grain, saltpetre, tallow, and sundries.	.....	10	Chalk, coal, beer, indigo, dyewood, plumbago, drugs, pickles, whiting, white lead, and sundries.	....	
			1	Quebec	1	Flour, beef, pork, lard, tobacco, and sundries.	.....	1	Ballast	.....	

		13	In port	13	Wheat, oil-cake, hops, cheese, tobacco, sugar, wheat, corn, melado, molasses, staves, provisions, and sundries.		13	In port	
2	Philadelphia	1	New York	1	Tobacco, oil-cake, rosin, &c.		1	Ballast	
		1	In port	1	Wheat, flour, corn, beef, oil-cake, and sundries.		1	In port	
3	Wilmington, N. C.	2	Archangel	2	Turpentine and spirits turpentine.		2	Ballast	
		1	Hartlepool	1	Turpentine and cotton		1	....do	
2	New Orleans	1	Swansea	1	Flour and staves		1	....do	
		1	St. John's	1	Tobacco and staves		1	....do	
1	Nassau	1	New Bedford	1	Melado		1	....do	
1	Havana	1	In port	1	Sugar, honey, asphaltum, and sundries.		1	In port	
3	Matanzas	1	Cardiff	1	Melado		1	Ballast	
		1	Newport	1	Sugar		1	....do	
		1	In port	1	Sugar and rum		1	In port	
4	Cardenas	1	Portland	1	Melado		1	Ballast	
		1	Cardiff	1	Sugar and melado		1	....do	
		2	In port	2	Sugar, melado, and molasses		2	In port	
2	Mayaguez	1	Sunderland	1	Sugar		1	Ballast	
		1	Archangel	1	Sugar		1	....do	
1	St. Jago de Cuba	1	Shields	1	Sugar		1	....do	
2	Trinidad de Cuba	2	In port	2	Sugar and molasses		2	In port	
1	Cienfuegos	1	....do	1	Molasses		1	....do	
1	Aguadilla	1	Cardiff	1	Sugar		1	Ballast	
1	Black River, Ja	1	Bangor	1	Rum and coffee		1	....do	
1	Salt River, Ja	1	Swansea	1	Sugar, rum, and logwood		1	....do	
1	Minatitlan	1	Archangel	1	Mahogany		1	....do	
1	Bahia	1	Sold	1	Hides and coir		1	Sold	
2	Callao	2	In port	2	Guano		2	In port	
1	San Francisco	1	....do	1	Grain and flour		1	....do	
1	Kanagawa	1	....do	1	Oil, copper, and silk		1	....do	
1	Fichtchan	1	Sunderland	1	Tea		1	Ballast	
4	Calcutta	4	In port	4	Rice, jute, seed, hides, castor oil, indigo, and sundries.		4	In port	
1	Manila	1	Sunderland	1	Sugar, hemp, and sundries		1	Ballast	
1	Columbo	1	In port	1	Copper, cotton, horns, plumbago, &c.		1	In port	
1	Melbourne	1	....do	1	Hides, gold, &c		1	....do	
1	Bombay	1	....do	1	Cotton, hides, seed, &c		1	....do	
1	Genoa	1	....do	1	Gun stocks		1	....do	
1	Narva, Russia	1	....do	1	Deals and lathwood		1	....do	
1	Otago, New Zeal'd.	1	....do	1	Wool, skins, and sundries		1	....do	
102		102		102			102		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
LIVERPOOL.											
H. Wilding.											
Quarter ended June 30, 1861.	122	In port, April 1, 1861.	4	Quebec	4			1	General cargo		Entered: 258 vessels; class not reported; and 122 lying in port April 1.
								3	Ballast		
			5	Halifax	5			5	General cargo		
			1	Shediac	1			1	Ballast		Cleared: 268, and 10 sold, and 102 in port.
			7	St. John's	7			6	General cargo		
								1	Ballast		Agg'te tonnage entered: 255,601.
			1	Passamaquoddy	1			1	do		(Consul reports that the description and value of outward cargoes can be ascertained only on payment of fees at custom-house.)
			1	Camden	1			1	General cargo		
			3	Portland	3			3	do		
			11	Boston	11			11	do		
			1	Providence	1			1	do		
			35	New York	35			2	Ballast		
								33	General cargo		
			4	Philadelphia	4			4	do		
			1	Baltimore	1			1	do		
			1	City Point	1			1	do		
			1	Charleston	1			1	do		
			1	Savannah	1			1	Ballast		
			1	Apalachicola	1			1	General cargo		
			1	Mobile	1			1	do		
			1	New Orleans	1			1	do		
			1	Belize	1			1	do		
			3	Havana	3			3	do		
			2	Matanzas	2			2	do		
			2	Cuba	2			2	do		
			1	Cardenas	1			1	do		
			1	Para	1			1	do		
			2	Rio de Janeiro	2			2	do		
			4	San Francisco	4			4	do		
			1	Shanghai	1			1	do		
			13	Calcutta	13			13	do		
			1	Africa, SW.	1			1	do		
			1	Mauritius	1			1	do		

		1	Gibraltar	1			1	do	
		1	Glasgow	1			1	Ballast	
		4	Sold	4			4	Sold	
		4	In port	4			4	In port	
1	Montreal	1	do	1	16,247 bushels grain, and 2,916 barrels flour.		1	In port	
1	St. George	1	do	1	28,055 deals		1	do	
5	St. John's	5	do	5	383,043 deals, &c.		5	do	
3	Portland	3	do	3	148,325 deals		1	do	
5	Boston	1	Glasgow	5	36,580 bushels grain; 5,710 bales cotton; 2,371 barrels flour; 5,232 bags sugar, 300 barrels rosin; 115 hogsheads tallow.		1	Ballast	
		4	In port				4	In port	
63	New York	25	New York	63	1,814,641 bushels grain; 82,817 barrels flour; 9,172 barrels rosin; 47,320 bales cotton; 750 hhds., 263 tierces, and 203 barrels molasses; 7,081 tierces and 2,388 bbls. lard; 1,252 hhds., 207 tierces, and 413 bbls. tallow; 1,342 hhds. and 30 tierces tobacco; 5,149 bbls. tar; 2,195 bbls. turpentine; 80 hhds., 11,180 mats, and 3,500 bags sugar.		25	General cargo	
		1	Boston				1	do	
		1	Thomaston				1	do	
		1	Philadelphia				1	do	
		1	Quebec				1	Ballast	
		1	St. John's				1	do	
		2	Cardiff				2	do	
		2	Calcutta				2	Calcutta cargoes	
		29	In port				29	In port	
13	Philadelphia	1	New York	13	316,248 bushels grain; 18,726 barrels flour; 1,564 bales cotton; 212 hogsheads, 351 tierces, and 1,524 barrels tallow.		1	General cargo	
		5	Philadelphia				5	do	
		1	St. John's				1	do	
		2	Calcutta				2	do	
		4	In port				4	In port	
10	Baltimore	1	Quebec	10	260,592 bushels grain; 14,224 barrels flour; 555 bales cotton; 84 hhds. tobacco; 173 tierces tallow; 733 barrels rosin.		1	Ballast	
		1	New York				1	General cargo	
		2	Baltimore				2	General cargo and ballast	
		1	Rio de Janeiro				1	General cargo	
		1	Londonderry				1	do	
		4	In port				4	In port	
1	Richmond	1	Cronstadt	1	564 hhds. and 298 tierces tobacco; 2,119 bbls. flour.		1	General cargo	
2	Norfolk	1	Glasgow	2	11,043 bushels grain; 1,099 bales cotton.		2	Ballast	
		1	Quebec						
2	Wilmington, N. C.	1	Montevideo	2	2,800 bbls. turpentine; 2,165 bbls. tar.		2	General cargo	
		1	Newport, Eng						
7	Charleston	1	Quebec	7	18,411 bales cotton; 400 bbls. rosin.		4	General cargo	
		1	Shediac				1	Ballast	
		2	St. John's				1	Sold	
		2	In port				2	In port	
		1	Sold						

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
LIVERPOOL.											
H. Wilding.											
Quarter ended June 30, 1861—Continued.	7	Savannah	1	New York.....	7	17,553 bales cotton.....	.....	1	General cargo	.....	
			1	Quebec				1	Ballast	.....	
			1	Miramichi				1	General cargo	.....	
			1	St. Lawrence....				1	....do	.....	
			1	Newport				1	Ballast	.....	
			2	In port				2	In port	.....	
	7	Apalachicola ...	5	New York.....	7	12,349 bales cotton; 3 cargoes cedar-wood.	.....	5	General cargo	.....	
			1	Bic				1	Ballast	.....	
			1	Sold.....				1	In port	.....	
	17	Mobile	7	New York.....	17	61,528 bales cotton; 62 bbls. tallow.	.....	7	General cargo	.....	
			1	Cardiff				1	....do	.....	
			1	Searsport.....				1	....do	.....	
			2	Waldoboro'				2	Ballast	.....	
			1	Halifax.....				1	....do	.....	
			1	St. Catharine				1	....do	.....	
			1	Boston				1	General cargo	.....	
			1	Pugwash				1	....do	.....	
			2	Sold.....				2	Sold	.....	
	3	Galveston	1	New York.....	3	4,451 bales cotton	.....	1	General cargo.....	.....	
			2	In port				2	In port	.....	
	71	New Orleans	9	New York.....	71	193,447 bales cotton; 314,680 bush. grain; 33,010 staves; 2,500 cocoa-nuts; 123 hhds.	.....	9	Ballast	.....	
			11	Quebec				5	....do	.....	
			4	St. John's				6	General cargo.....	.....	
			1	Newport				5	....do	.....	
			2	Pugwash				2	Ballast	.....	
			2	Boston				1	General cargo.....	.....	
			1	Montreal				1	Ballast	.....	
			1	Thomaston				1	....do.	.....	
			1	Swansea				1	....do.	.....	
			1	Miramichi				1	....do.	.....	
			1	Bath				1	General cargo.....	.....	
			1	Montevideo				1	....do.	.....	
			1	Buenos Ayres....				1	....do.	.....	

		4	Calcutta		tobacco; 633 bbls. rosin;			4	Calcutta cargo	
		1	Dalhousie		3,016 tierces and 170 bbls.			1	General cargo	
		3	Cardiff		lard.			3	Ballast	
		1	Portsmouth					1	....do.	
		1	Shediac					1	General cargo	
		1	Saguenay					1	....do.	
		2	Halifax					2	....do.	
		18	In port					2	....do.	
		2	Sold					2	Sold	
		2	Rio de Janeiro					18	In port	
2	Minatitlan	1	Haverwest	2	Mahogany			1	General cargo	
		1	In port					1	In port	
2	Matanzas	2	....do.	2	1,268 hhds., 139 tierces, and 7 bbls. molasses.			2	....do.	
2	Cardenas	1	South America	2	423 hhds., 125 tierces, and 81 bbls. molasses; 1,006 boxes cheese; 1,006 boxes bacon.			1	General cargo	
		1	Cardiff					1	Ballast	
1	Trinidad	1	Newport	1	463 hhds., 49 tierces, 15 bbls. molasses.			1	....do.	
1	Porto Rico	1	In port	1	424 hhds. and 100 bbls. sugar			1	In port	
1	Pernambuco	1	....do.	1	3,580 bags sugar and 474 bales cotton.			1	....do.	
4	Callao	1	Cardiff	4	5,020 tons guano			1	Ballast	
		3	In port					3	In port	
2	Mazatlan	2	....do.	2	11,039 quintals Brazil wood; 1,066 tons Brazil wood.			2	....do.	
8	San Francisco	1	Portland					1	General cargo	
		1	Glasgow	8	186,960 bushels grain, 4,000 barrels flour, 302 silver ore.			1	Ballast	
		2	Greenock					2	....do.	
		4	In port					4	In port	
1	Singapore	1	Calcutta	1	15,426 bales gambier			1	General cargo	
1	Rangoon	1	In port	1	24,500 bags rice			1	In port	
1	Manila	1	...do.	1	5,805 bags sugar			1	....do.	
1	Madras	1	....do.	1	4,706 bags sugar and 5,170 bales cotton.			1	....do.	
4	Bombay	1	New York					1	General cargo	
		1	Bombay	4	23,432 bushels grain; 43,070 bags seed.			1	....do.	
		1	Cardiff					1	Ballast	
		1	In port					1	....do.	
1	Gaboon	1	....do.	1	Ebony and barwood			1	In port	
1	Cape Palmas	1	....do.	1	18 hhds. sugar and 165 casks oil			1	....do.	
1	Smyrna	1	....do.	1	3,052 quintals emery stone			1	....do.	
1	Fayal	1	Fayal	1	565 bales of cotton			1	....do.	
1	Cardiff	1	In port	1	Ballast			1	....do.	
1	Havre	1	....do.	1	....do.			1	....do.	
1	Londonderry	1	....do.	1	Cotton, tallow, &c.			1	....do.	
1	Glasgow	1	Toronto	1	Ballast			1	General cargo	
1	Bremen	1	In port	1	....do.			1	In port	
380		380		380				380		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
LIVERPOOL.											
H. Wilding.											
Quarter ended September 30, 1861.	102	In port	7	Quebec	7	Given last quarter		2	General cargoes		Entered: 221 vessels, class not given, and 102 in port.
								5	Ballast		
			1	Canada	1	do		1	do		Cleared: 230, class not given, 17 sold, and 76 in port.
			4	St. John's	4	do		4	do		
			4	Eastport	4	do		4	do		Agg'te tonnage entered: 226,919.
			1	Castine	1	do		1	General cargo		
			6	Boston	6	do		6	do		Outward cargoes can be ascertained only on payment of fees at custom-house.
			28	New York	28	do		28	do		
			1	Philadelphia	1	do		1	do		
			1	Havana	1	do		1	do		
			7	Cardiff	7	do		7	Ballast		
			3	Swansea	3	do		3	do		
			1	Newport	1	do		1	do		
			1	Portsmouth	1	do		1	General cargo		
			1	Cronstadt	1	do		1	do		
			1	Wyburg	1	do		1	do		
			1	Hammerfest	1	do		1	do		
			1	Santa Martha	1	do		1	do		
			2	Rio de Janeiro	2	do		2	do		
			1	Coquimbo	1	do		1	do		
			1	San Francisco	1	do		1	do		
			1	Shanghai	1	do		1	do		
			1	Point de Galle	1	do		1	do		
			7	Calcutta	7	do		7	do		
			1	Madras	1	do		1	do		
			1	Bombay	1	do		1	do		
			1	Sierra Leone	1	do		1	do		
			1	Kurrachee	1	do		1	do		
			1	Civita Vecchia	1	do		1	do		
			1	Musquash	1	do		1	Ballast		
			8	Sold	8	do		8	Sold		
			6	In port	6	do		6	In port		
4	Milwaukie	3	Toronto	4	47,002 deals		4	General cargo			
		1	Chicago								

5	Montreal	1	Boston	5	127,248 bushels grain; 13,639 barrels flour; 63,447 bushels peas; 1,723 bbls. oat-meal.		1	do	
		1	New York				1	do	
		1	Calcutta				1	do	
		1	Quebec				1	Ballast	
		1	Pugwash				1	do	
4	Quebec	1	Boston	4	76,389 pcs. deals; 3,795 bbls. flour; 22,059 bushels peas.		1	General cargo	
		1	New York				1	do	
		2	In port				2	In port	
4	St. George	1	New York	4	117,685 pieces deals; 38,461 palings.		1	General cargo	
		1	Philadelphia				1	do	
		1	Genoa				1	do	
		1	In port				1	In port	
1	Remedio	1	Portland	1	29,142 pieces deals		1	Ballast	
4	Shediac	1	Eastport	4	81,604 pieces deals; 152 hhds. and 51 tierces molasses; 261 hhds. melado.		1	do	
		1	Philadelphia				1	do	
		1	Sold				1	Sold	
		1	In port				1	In port	
35	St. John's, N. B.	3	St. John's	35	868,740 pieces deals; 300,000 palings; 63,052 pcs. scantling; 30,000 laths; 850 tons Brazil wood.		3	Ballast	
		6	Eastport				6	do	
		1	Portland				1	General cargo	
		3	Boston				3	do	
		1	New York				1	do	
		1	Cardiff				1	Ballast	
		1	Glasgow				1	do	
		1	Alicante				1	Machinery	
		2	Genoa				2	General cargo	
		1	Callao				1	Ballast	
		2	Calcutta				2	Calcutta cargo	
		1	Sold				1	Sold	
		12	In port				12	In port	
2	New River	1	Boston	2	45,187 pieces deals		2	General cargo	
		1	New York						
1	Dalhousie	1	In port	1	36,715 pieces deals		1	In port	
1	Leproux	1	do	1	22,489 pieces deals		1	do	
1	New Brunswick	1	New River	1	24,053 pieces deals		1	General cargo	
1	Halifax	1	Sold	1	172 hhds. and 18 trs. molasses.		1	Sold	
1	Passamaquoddy	1	Eastport	1	15,872 deals		1	Ballast	
1	Calais	1	In port	1	21,600 deals		1	In port	
1	Eastport	1	Philadelphia	1	35,162 deals		1	General cargo	
1	Searsport	1	In port	1	13,420 deals		1	In port	
2	Portland	1	Boston	2	82,406 deals; 54,140 palings		1	General cargo	
		1	In port				1	In port	
3	Bangor	1	New York	3	50,649 deals; 37,360 palings		1	Ballast	
		2	In port				2	In port	
8	Boston	3	Eastport	8	22,848 bbls. flour; 4,505 bales cotton; 33,181 pcs. deals; 140 hhds. and 30 tcs. tallow; 274 hhds. sugar; 588 hhds. molasses; 100 tcs. 433 bbls. lard.		3	Ballast	
		1	Boston				1	General cargo	
		1	Calcutta				1	do	
		3	In port				3	In port	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
LIVERPOOL.											
H. Wilding.											
Quarter ended September 30, 1861—Cont'd.	80	New York.....	1	St. John's.....	80	3,140,272 bush. grain; 107,213 barrels flour; 14,110 barrels rosin; 77,600 staves; 4,099 bales cotton; 1,667 hhds., 45 tierces, and 75 bbls. tallow; 1,870 hhds. tobacco; 1,762 tierces and 436 barrels lard; 178 hhds. molasses; 100 bbls. oat-meal; 125 tcs. beef.	.....	1	Ballast	.....	
			1	Boston				1	General cargo.....	.....	
			45	New York.....				45	....do.....	.....	
			1	Cardiff.....				1	Ballast	.....	
			1	Newport				1	....do.....	.....	
			1	Calcutta.....				1	General cargo.....	.....	
			1	Pacific.....				1	....do.....	.....	
			1	Sold				1	Sold.....	.....	
			28	In port				28	In port.....	.....	
1	Bristol, R. I.....	1	In port.....		1	20,893 pieces deals.....	.....	1	....do	.....	
7	Philadelphia	3	Philadelphia.....		7	225,573 bushels grain; 17,461 bbls. flour; 449 hhds. and 146 tierces tallow; 200 hhds. tobacco; 50 tierces lard.	.....	3	Ballast	.....	
		1	Genoa					1	....do.....	.....	
		3	In port					3	In port	.....	
1	Key West	1	Belfast		1	203 tons logwood.....	.....	1	General cargo.....	.....	
1	Apalachicola	1	Sold		1	1,522 bales cotton.....	.....	1	Sold	.....	
8	New Orleans	2	St. John's.....		8	16,907 bales cotton; 133,629 bushels grain; 48,458 staves; 843 tierces lard; 7,212 barrels flour; 1,248 barrels rosin.	.....	2	General cargo.....	.....	
		1	Boston					1	....do.....	.....	
		2	New York.....					2	....do.....	.....	
		1	Genoa					1	....do.....	.....	
		1	Callao					1	....do.....	.....	
		1	Pugwash					1	Ballast	.....	
2	Galveston	2	Sold		2	4,395 bales cotton.....	.....	2	Sold	.....	
6	Matanzas.....	2	Mirimichi		6	4,439 hhds., 549 tierces, 76 barrels molasses.	.....	2	Ballast	.....	
		3	New York.....					3	General cargo.....	.....	
		1	Cape Town.....					1	....do.....	.....	
1	Cardenas.....	1	In port.....		1	554 hhds, 57 tierces, and 12 bbls. molasses.	.....	1	In port	.....	
1	Cienfuegos	1	New York.....		1	950 hhds., 73 tierces, and 6 bbls. molasses.	.....	1	General cargo.....	.....	
1	Sagua la Grande.	1	In port.....		1	433 hhds., 48 tierces, and 15 bbls. molasses.	.....	1	In port	.....	

1	Cabarien	1	Halifax	1	572 hhds., 51 tierces, and 31 bbls. molasses.		1	Ballast			
1	Salt river	1	Montevideo	1	260 hhds., 71 tierces, and 189 bbls., sugar.		1				
1	Porto Rico	1	New York	1	Ballast		1	General cargo			
1	Cardiff	1	Shanghai	1	....do		1	....do			
1	Waterford	1	Camden	1	....do		1	Ballast			
1	Ferrol	1	In port	1	....do		1	In port			
2	Cronstadt	1	Rio de Janeiro	2	31,112 deals		1	General cargo			
		1	In port				1	In port			
1	Archangel	1	....do	1	6,817 deals		1	....do			
1	Uleaborg	1	....do	1	25,259 deals		1	....do			
1	Rotterdam	1	....do	1	Ballast		1	....do			
1	Pernambuco	1	Boston	1	980 bales cotton, 300 hhds. sugar.		1	General cargo			
3	Montevideo	1	Calabar	3	11 casks, 190 pipes, and 57 half pipes tallow; 290,000 shin bones; 130 tons guano.		1	General cargo			
		2	In port				2	In port			
1	Callao	1	....do	1	2,400 tons guano		1	....do			
9	San Francisco	3	Boston	9	292,637 bushels grain; 25,965 half sacks, 7,150 quarter sacks, 1,500 bags, 30 barrels flour; 150 tierces, and 50 barrels pickled salmon; 311 sacks silver ore.		3	General cargo			
		3	New York				3	... do			
		1	Sold				1	Sold			
		2	In port				2	In port			
1	Manila	1	New York	1	15,003 bags sugar		1	General cargo			
1	Singapore	1	Boston	1	1,102 barrels flour		1	....do			
2	Akyab	1	New York	2	35,655 pieces deals		1	....do			
		1	Camden				1	Ballast			
3	Bombay	1	New York	3	12,337 bales cotton, 26,291 bushels linseed.		1	General cargo			
		1	Boston				1	....do			
		1	In port				1	In port			
323		323		323			323				

BRISTOL.

Samuel Ward.

Quarter ended Dec. 31, 1860.	9	In port	1	New York	1	Before reported		1	Railroad iron, 900 tons	$33,300 00	Entered: 11 ships, 5 barks, 1 brig—17, and 9 in port.
			1	Richmond	1	....do		1	....do 500 tons	28,500 00	
			1	Savannah	1	....do		1	....do 800 tons	29,600 00	Cleared: 7 ships, 9 barks, 4 brigs—20, and 6 in port.
			1	Charleston	1	....do		1	....do 500 tons	28,500 00	
			1	New Orleans	1	....do		1	....do 673 tons	20,941 00	Agg'te tonnage entered: 11,041.
			1	Sagua la Grande	1	....do		1	....do 370 tons	13,690 00	
			2	Cardiff	2	....do		2	Ballast		
			1	Newport	1	....do		1	....do		
	1	Boston	1	Cardiff	1	Flour, 2,092 barrels	$17,782 00	1	....do		
						Rosin, 1,016 barrels	4,040 00				

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH VESSEL, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BRISTOL.											
Samuel Ward.											
Quarter ended December 31, 1860—Cont'd.	11	New York.....	2	New York.....	2	Flour, 2,078 barrels	$14,546 00	1	Railroad iron, 523 tons.....	$19,351 00	
						Wheat, 59,928 bushels	119,856 00	1	In port	.....	
						Linseed, 20 tierces.....	540 00				
			3	Savannah	3	Flour, 3,885 barrels.....	33,058 00	3	Railroad iron, 2,090 tons	101,290 00	
						Wheat, 65,913 bushels	131,826 00				
						Linseed cake, 2,000 barrels...	4,000 00				
						Linseed cake, 660 bags.....	1,320 00				
						Staves, 4,000	320 00				
			1	New Orleans	1	Wheat, 18,395 bushels	26,790 00	1	Railroad iron, 400 tons	14,000 00	
			1	Newport.....	1	Flour, 610 barrels	5,185 00	1	Ballast	.....	
						Staves, 4,000	320 00				
						Wheat, 23,037 bushels	46,074 00				
			4	In port	4	Wheat, flour, staves, rosin, linseed cake.	189,091 00	4	In port.....	.....	
	1	Richmond	1	Cardiff	1	214 hhds. & 14 tierces tobacco.	43,000 00	1	Ballast	.....	
	1	New Orleans	1	Galveston	1	313 hhds. tobacco	70,500 00	1	Railroad iron, 400 tons	14,000 00	
						14,000 staves	1,120 00				
	2	St. John's, N. B..	1	New Orleans	1	Deals.....	10,500 00	1	In port	.....	
			1	Cardiff	1	Deals.....	19,280 00	1	Ballast	.....	
	1	Onega, (Russia)..	1	New Orleans	1	Deals.....	12,195 00	1	Railroad iron, 800 tons	28,000 00	
	26	.....	26	.....	26	.....	751,343 00	26	.....	331,172 00	
Quarter ended Mar. 31, 1861.	6	In port	1	New York.....	1	Before reported.....	.....	1	Railroad iron, 500 tons	17,500 00	Entered: 11 ships, 6 barks, 2 brigs—19, and 6 in port.
			3	New Orleans	3	.....do.....	.....	3	.....do..... 1,778 tons	62,230 00	
			1	Cuba.....	1	.....do.....	.....	1	Coal, 165 tons	412 00	Cleared: 13 ships, 4 barks, 2 brigs—19, and 6 in port.
			1	Cardiff	1	....do.....	.....	1	Ballast	.....	
	2	Eastport.....	1	Swansea	1	Deals.....	12,600 00	1	....do.....	.....	Agg'te tonnage entered: 12,232.
			1	Cardiff	1	Deals.....	8,000 00	1	....do.....	.....	
	13	New York.....	1	New Orleans	1	Wheat, 43,563 bushels; flour, 3,000 barrels; tallow, 17 casks; linseed, 32 bags.	131,667 00	1	....do.....	.....	

		5	Cardiff	5	Flour, 7,337 barrels	53,937 00	5	Ballast		
					Wheat, 49,821 bushels	142,782 00				
					Rosin, 1,000 barrels	3,000 00				
					Oil-cake, 1,000 barrels	4,670 00				
					Cheese, 261 boxes	3,915 00				
					Corn, 1, 345 bags	2,600 00				
					Tallow, 17 casks; cheese, 10 boxes; beans, 10 barrels; corn meal, 10 barrels; wheat, 24,000 bushels; flour, 1,100 barrels.	69,770 00				
		1	Swansea	1	Wheat, 50,194 bushels	125,485 00	1	do		
					Flour, 2,818 barrels	21,135 00				
					Cheese, 491 boxes	7,365 00				
					Oil cake, 300 barrels	1,350 00				
		1	Cuba	1	Wheat, 17,741 bushels	44,352 00	1	do		
					Flour, 5,605 barrels	27,037 00				
					Clover-seed, 285 sacks	712 00				
		5	In port	5	Flour, wheat, seed, tallow, &c.	230,014 00	5	In port		
2	St. John's, N. B.	1	Cardiff	1	Deals	8,000 00	1	Ballast		
		1	In port	1	Deals	27,000 00	1	In port		
1	Gottenburg	1	Newport	1	Deals	9,000 00	1	Ballast		
1	Put back	1	Swansea	1	Put back in distress		1	In port		
25		25		25		934,391 00	25		80,142 00	
Quarter ended June 30, 1861.	7	In port	2	New York	2	In former return	1	Railroad iron, 368 tons	2,586 00	Entered: 10 ships, 9 barks, 1 brig, 1 schooner—21, and 7 in port.
							1	Ballast		
			2	Swansea	2	do	2	do		Cleared: 11 ships, 9 barks, 1 brig—21, and 7 in port.
			1	Cardiff	1	do	1	do		
			1	Newport	1	do	1	do		Agg'te tonnage entered: 12,600.
			1	Not stated	1	do	1	do		
	5	New York	1	New York	1	Wheat, 54,000 bushels	121,499 00	1	Coals, 500 tons	1,250 00
						Flour, 2,357 barrels	16,499 00			
						Lard, 100 tierces	12,000 00			
			1	Halifax	1	Wheat, 40,843 bushels	91,896 00	1	Ballast	
						Corn, 2,523 bushels	17,661 00			
						Staves, 3,800	266 00			
			1	Cardiff	1	Grain, 14,007 bushels	28,014 00	1	do	
			1	Newport	1	Wheat, 39,522 bushels	88,924 00	1	do	
						Flour, 4,999 bushels	34,993 00			
						Staves, 5,000	350 00			
			1	Onega	1	Wheat, 24,435 bushels	54,979 00	1	do	
						Rosin, 556 barrels	1,668 00			
						Flour, 4,568 barrels	31,976 00			
						Tallow, 83 hogsheads	2,200 00			
						Logwood, 93 tons	2,375 00			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BRISTOL.											
Samuel Ward.											
Quarter ended June 30, 1861—Continued.	4	New York	4	In port	4	Wheat, 111,686 bushels.....	$250,706 00				
						Flour, 11,640 barrels	81,190 00				
						Cheese, 15 tons	2,500 00	4	In port	.....	
						Staves, 8,000	475 00				
						Tallow and fustic	3,793 00				
	4	Havana.	2	Newport	2	Sugar, 3,914 boxes.....	69,000 00	2	Ballast	.....	
			1	Cardiff	1	Sugar, 4,300 boxes.....	80,000 00	1	....do.....	... .	
			1	In port	1	Sugar, 2,006 boxes.....	35,000 00	1	In port	... .	
	1	Sagua la Grande .	1	Cardiff	1	Sugar, 459 hhds., and 59 tierces.	32,500 00	1	Ballast	.....	
	3	Matanzas.....	1	Newport	1	Sugar, 2,000 boxes.....	40,000 00	1	....do.....	.....	
			1	Searsport	1	Sugar, 3,060 boxes.....	65,000 00	1	Coal, 317 tons.	$734 00	
			1	In port	1	Melado, 312 hhds., and 2,583 boxes.	100,000 00	1	In port	.....	
	1	Jamaica.....	1	Newport	1	Sugar, rum, and pimento.	13,145 00	1	Ballast	.....	
	1	Porto Rico.....	1	Cardiff	1	Sugar, 268 hhds., 30 tierces, and 51 barrels.	17,500 00	1	....do.....	.....	
	1	Fayal.....	1	Fayal	1	Oil-cake.....	6,000 00	1	....do.....	.....	
	1	Smyrna.	1	In port	1	Dye stuffs, 160 tons	4,000 00	1	In port	.....	
	28	.....	28	.....	28	....	1,306,109 00	28	.....	4,570 00	
Quarter ended September, 30, 1861.	7	In port	4	Cardiff	4	In last quarter	.....	4	Ballast	.....	Entered: 40 ships, 13 barks, 3 brigs, 2 schooners—58, and 7 in port. Cleared: 29 ships, 8 barks, 3 brigs, 3 schooners—43; 2 sold, and 20 in port. Agg'te tonnage entered: 42,194.
			1	Shediac	1	.....do.....	.....	1	....do.	.....	
			1	United States....	1	.....do.....	.....	1	....do.	.....	
			1	Sold	1	.....do.	.....	1	Sold	.....	
	11	New York	6	Cardiff	6	16,033 barrels flour, 160,732 bushels wheat, 974 barrels rosin, &c.	444,770 00	5	Ballast	.....	
								1	Sold	.....	
			1	New York.....	1	42,762 bushels wheat.....	85,524 00	1	Ballast	.....	
			1	Newport	1	25,000 bushels wheat, 3,053 barrels flour.	77,397 00	1	....do.	.....	
			3	In port	3	6,227 barrels flour, 117,878 bushels wheat.	272,648 00	3	In port	.....	

1	Shediac	1	Shediac	1	Deals	10,000 00	1	Ballast			
3	Miramichi	1	Miramichi	1	Deals	17,250 00	1	do.			
		2	Cardiff	2	Deals	22,500 00	2	do.			
4	Quebec	1	United States	1	Deals	21,850 00	1	do.			
		1	Rangoon	1	Deals	28,150 00	1	do.			
		2	In port	2	Deals	52,250 00	2	In port			
5	St. John's, N. B.	1	Quash Head	1	Deals	26,800 00	1	Ballast			
		4	In port	4	Deals	87,650 00	4	In port			
1	Eastport	1	Cardiff	1	Deals	8,500 00	1	Ballast			
1	Portland	1	Portland	1	Deals	22,900 00	1	do.			
5	Havana	1	Kennebunk	1	3,354 boxes sugar	38,900 00	1	do.			
		1	New York	1	3,258 boxes sugar	62,000 00	1	do.			
		1	Miramichi	1	703 hhds. sugar	38,900 00	1	do.			
		2	Cardiff	2	1,035 hhds. sugar, 1,640 boxes sugar, 43 tierces sugar.	91,500 00	2	do.			
2	Matanzas	2	do.	2	3,724 hhds. sugar, 210 boxes sugar.	121,000 00	2	do.			
1	Cienfuegos	1	do.	1	443 hhds. and 53 tierces sugar.	33,500 00	1	do.			
1	Sombrero	1	Rockland	1	550 tons guano	22,000 00	1	do.			
1	Cardiff	1	In port, (in distress.)	1	Coal		1				
1	Gloucester	1	St. John's, (in distress.)	1	Not reported		1	Inward cargo			
10	Cronstadt	1	Bath	1	Deals	23,000 00	1	Ballast			
		3	Cardiff	3	Deals	60,000 00	3	do.			
		6	In port	6	Deals, and 567 tons hemp	128,065 00	6	In port			
3	Onega	1	Portland	1	Deals	25,300 00	1	Ballast			
		1	Boston	1	Deals	25,000 00	1	do.			
		1	In port	1	Deals	21,000 00	1	In port			
3	Archangel	1	St. Stephen's	1	Deals	18,000 00	1	Ballast			
		2	Cardiff	2	Deals	15,800 00	2	do.			
1	Gottenburg	1	Newport	1	Deals	9,100 00	1	do.			
1	Gefle	1	In port	1	Deals	27,000 00	1	In port			
1	Swartwick	1	do.	1	Deals	23,000 00	1	do.			
1	Buctouche	1	do.	1	Deals	16,000 00	1	do.			
1	Not stated	1	In port, (in distress.)	1	Coal		1	do.			
65		65		65		1,977,254 00	65				

CARDIFF.
(*Bristol Consulate.*)
Quarter ended December 31, 1860.

4	In port	1	Charleston	1	Before reported		1	Railroad iron	700 tons.	$24,900 00	Entered: 13 ships, 21 barks—34, and 4 in port.
		1	New Orleans	1	do.		1	Not stated			
		1	Cardenas	1	do.		1	Railroad iron	200 tons.	7,000 00	Cleared: 13 ships, 21 barks—34, and 4 in port.
								Coal	414 tons	1,210 00	
		1	Callao	1	do.		1	Coal	1,319 tons.	3,297 00	Agg'te tonnage entered: 19,571
2	New York	1	New York	1	Grain	Not given	1	Iron	450 tons.	16,650 00	
		1	Havana	1	do.	do.	1	Coal	507 tons.	1,267 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CARDIFF.											
(*Bristol Consulate.*)											
Samuel Ward.											
Quarter ended December 31, 1860—Cont'd.	3	London	1	Charleston	1	Ballast		1	Iron. 740 tons	$27,380 00	
			1	Rio de Janeiro	1	do.		1	Coal. 950 tons.	1,396 00	
			1	Cardenas	1	do.		1	Coal. 375 tons.	1,227 00	
	5	Liverpool	1	Hong Kong	1	do.		1	Coal. 1,596 tons.	3,490 00	
			2	San Francisco	2	do.		2	Coal. 3,302 tons.	8,255 00	
			2	In port	2	do.		2	In port		
	4	Bristol	1	Messina	1	do.		1	Coal. 383 tons.	2,082 00	
			1	Cienfuegos	1	do.		1	Coal. 452 tons.	1,130 00	
			1	New York	1	do.		1	Iron. 496 tons.	18,352 00	
			1	San Francisco	1	do.		1	Coal. 1,924 tons.	4,810 00	
	5	Gloucester	1	St. Paul de Loando	1	do.		1	Coal. 392 tons	980 00	
			1	Rio de Janeiro	1	do.		1	Coal. 489 tons.	1,222 00	
			1	Cardenas	1	do.		1	Coal. 614 tons.	1,535 00	
			1	Sagua la Grande	1	do.		1	Iron. 330 tons.	12,210 00	
			1	In port	1	do.		1	In port		
	1	Newport	1	New Orleans	1	do.		1	Iron. 868 tons.	32,186 00	
	1	Portsmouth	1	Galveston	1	do.		1	Iron. 554 tons.	20,498 00	
	1	Ipswich	1	Havana	1	do.		1	Coal. 487 tons.	1,117 00	
	1	Jersey	1	do.	1	do.		1	Iron. 403 tons.	14,911 00	
	2	Dublin	2	do.	2	do.		2	Coal. 1,101 tons.	2,702 00	
	1	Cork	1	do.	1	do.		1	Coal. 276 tons.	690 00	
	2	Galway	1	Rio de Janeiro	1	do.		1	Coal. 462 tons.	1,155 00	
			1	Havana	1	do.		1	Coal. 510 tons.	1,275 00	
	1	Bordeaux	1	Baltimore	1	do.		1	Iron. 1,481 tons.	56,797 00	
	3	Hamburg	3	New Orleans	3	do.		3	Iron. 2,430 tons.	86,810 00	
	2	Rotterdam	1	Galveston	1	Hay, 100 bales.		1	Iron. 423 tons.	15,551 00	
			1	Havana	1	Hay.		1	In port		
	38		38		38			38	Iron and coal. 24,628 tons.	372,085 00	
Quarter ended March 31, 1861.	4	In port	1	San Francisco	1	Before reported		1	Coal. 2,052 tons.	5,130 00	Entered: 22 ships, 8 barks, 1 brig,
			1	Callao	1	do.		1	Coal. 1,430 tons.	3,575 00	2 schooners—33, and 4 in port.
			2	Havana	2	do.		2	Coal. 1,250 tons.	3,125 00	Cleared: 24 ships, 8 barks, 1 brig,

7	London	5	do	5	Ballast		5	Coal 3,625 tons.	9,061 00	2 schooners—35, and 2 in port.	
		1	Lisbon	1	do.		1	Coal 341 tons.	852 00	Agg'te tonnage entered: 25,478.	
		1	Caribbean sea	1	do.		1	Coal 458 tons.	1,145 00		
12	Liverpool	2	New York	2	do.		2	Iron 2,006 tons.	74,222 00		
		1	Baltimore	1	do.		1	Iron 976 tons.	36,112 00		
		1	Rio de Janeiro	1	do.		1	Coal 1,709 tons.	4,272 00		
		2	Montevideo	2	do.		2	Coal 2,785 tons.	6,962 00		
		1	Bath	1	do.		1	Iron 893 tons.	33,041 00		
		1	Cadiz	1	do.		1	Coal 587 tons.	1,467 00		
		3	Callao	3	do.		3	Coal 4,431 tons.	11,077 00		
		1	In port	1	do.		1	In port			
8	Bristol	2	New York	2	do.		2	Coal 623 tons.	1,551 00		
								Iron 1,187 tons.	43,919 00		
		3	Havana	3	do.		3	Coal 2,349 tons.	5,872 00		
		1	China	1	do.		1	Coal 707 tons.	1,767 00		
		1	Caribbean sea	1	do.		1	Coal 272 tons.	680 00		
		1	In port	1	do.		1	In port			
1	Fleetwood	1	Baltimore	1	do.		1	Iron 769 tons	28,453 00		
1	Waterford	1	Havana	1	do.		1	Coal 450 tons.	1,125 00		
3	Cork	2	do.	2	do.		2	Coal 1,951 tons.	4,877 00		
		1	Gaza	1	do.		1	Iron 567 tons.	20,979 00		
1	Bremerhaven	1	New York	1	do.		1	Iron 200 tons.	7,400 00		
								Coal 400 tons.	1,000 00		
37		37		37			37	Coal and iron 32,018 tons.	307,664 00		
Quarter ended June 30, 1861.											
2	In port	2	Not stated	2	In former return		1	Iron 1,219 tons.	45,611 00	Entered: 32 ships, 22 barks, 2 brigs, 2 schooners—58, and 2 in port.	
							1	Coal 511 tons.	1,277 00		
12	London	3	Havana	3	Ballast		3	Coal 1,212 tons.	2,981 00		
		1	Cardenas	1	Guano	Not given.	1	Coal 150 tons.	425 00	Cleared: 19 ships, 15 barks, 2 brigs, 2 schooners—38, and 22 in port.	
		1	Singapore	1	Ballast		1	Coal 1,100 tons.	2,750 00		
		1	Bombay	1	do.		1	Coal 1,687 tons.	4,217 00		
		6	In port	6	do.		6	In port		Agg'te tonnage entered: 40,843.	
13	Liverpool	2	Bath	2	do.		2	Iron 1,607 tons.	51,841 00		
		2	Rio Janeiro	2	do.		2	Coal 3,286 tons.	8,165 00		
		1	Singapore	1	do.		1	Coal 1,220 tons.	3,050 00		
		2	Cape of Good Hope	2	do.		2	Coal 2,878 tons.	7,194 00		
		6	In port	6	do.		6	In port			
4	Bristol	1	Montevideo	1	do.		1	Coal 600 tons.	1,500 00		
		1	Rio Janeiro	1	do.		1	Coal 366 tons.	915 00		
		1	Cronstadt	1	do.		1	Coal 430 tons.	1,070 00		
		1	Porto Rico	1	do.		1	Coal 255 tons.	637 00		
1	Londonderry	1	Montevideo	1	do.		1	Coal 853 tons.	2,132 00		
1	Waterford	1	Cronstadt	1	do.		1	Iron 700 tons.	25,900 00		
6	Havre	1	San Francisco	1	do.		1	Coal 2,000 tons.	5,000 00		
		1	Cronstadt	1	do.		1	Coal 1,803 tons.	4,507 00		
		3	Montevideo	3	do.		3	Coal 2,363 tons.	5,907 00		
		1	Cape de Verdes	1	do.		1	Coal 1,177 tons.	2,942 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value	CARGOES. OUTWARD. No. of vessels	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CARDIFF. (*Bristol Consulate.*) *Samuel Ward.*											
Quarter ended June 30, 1861—Continued.	6	Havre	1	Aspinwall	1	Ballast		1	Coal 519 tons.	$1,297 00	
			4	In port	4	do		4	In port		
			1	Rio Janeiro	1	do		1	Coal 1,897 tons.	4,517 00	
	1	Amsterdam	1	St. Thomas	1	do		1	Coal 430 tons.	1,075 00	
	4	Rotterdam	1	Rio Janeiro	1	Hay, 1,143 bales	$2,000 00	1	Coal 400 tons.	1,000 00	
			1	Liverpool	1	Ballast		1	Coal 400 tons.	1,000 00	
			2	In port	2	do		2	In port		
	2	Valencia	1	San Francisco	1	do		1	Coal 1,120 tons.	2,800 00	
			1	In port	1	do		1	In port		
	2	St John's, N. B.	1	Newport	1	Deals	2,000 00	1	Ballast		
			1	In port	1	do	2,700 00	1	In port		
	2	Queenstown	2	do	2	Ballast		2	do		
	2	New York	1	Malta	1	Wheat, 11,907 bushels		1	Coal 367 tons.	917 00	
			1	Montevideo	1	Ballast		1	Coal 750 tons.	1,875 00	
	1	Philadelphia	1	In port	1	do		1	In port		
	1	Simoda	1	Bahia	1	do		1	Coal 1,592 tons.	3,980 00	
	60		60		60		6,700 00	60		196,482 00	
Quarter ended September 30, 1861.	22	In port	22	Destination not given.	22	In last quarter		22	Coal 22,685 tons.	55,708 00	Entered: 37 ships, 20 barks, 13 brigs, 6 schooners—76, and 22 in port.
	14	London	1	New York	1	Ballast		1	Iron 364 tons.	13,468 00	Cleared: 48 ships, 24 barks, 10 brigs, 8 schooners—90, and 8 in port.
			1	Callao	1	do		1	Coal 1,787 tons.	4,467 00	
			1	Sierra Leone	1	do		1	Coal 1,910 tons.	4,775 00	
			1	China	1	do		1	Coal 1,489 tons.	3,722 00	Agg'te tonnage entered: 53,452.
			3	St. Paul	3	do		3	Coal 4,139 tons	10,346 00	
			3	Montevideo	3	do		3	Coal 2,444 tons.	6,107 00	
			1	Galatz	1	do		1	Coal 425 tons.	1,062 00	
			1	Rio de Janeiro	1	do		1	Coal, (not given)		
			1	Fernando Po	1	do		1	do		
			1	In port	1	do		1	In port		
	11	Liverpool	1	Boston	1	do		1	Coal 243 tons.	607 00	

		2	San Francisco ...	2	....do.		2	Coal.....	3,453 tons.	8,632 00
		1	Rio de Janeiro ...	1	....do.		1	Coal.....	1,682 tons.	4,205 00
		1	Genoa.....	1	....do.		1	Coal.....	1,763 tons.	4,407 00
		1	Byta	1	....do.		1	Coal.....	1,718 tons.	4,245 00
		1	Singapore	1	....do.		1	Coal.....	1,500 tons	3,750 00
		1	Callao.....	1	....do.		1	Coal.....	1,530 tons.	3,775 00
		1	Manilla.....	1	....do.		1	Coal.....	2,071 tons.	5,177 00
		2	Hong Kong	2	....do.		2	Coal.....	2,402 tons.	6,005 00
13	Gloucester	1	Boston	1	....do.		1	Coal.....	324 tons.	810 00
		3	New York.....	3	....do.		2	Coal.....	858 tons.	2,145 00
							1	Iron.....	859 tons.	31,783 00
		4	Genoa.....	4	...do.		4	Iron.....	2,171 tons.	80,327 00
								Coal.....	2,327 tons.	5,812 00
		1	Cadiz	1	....do.		1	Coal.....	418 tons.	1,045 00
		1	St. Paul..... ..	1	....do.		1	Coal.....	1,283 tons.	3,207 00
		1	Malaga	1	... do.		1	Coal.....	323 tons.	807 00
		1	Cape of Good Hope	1	....do.		1	Coal.....	680 tons.	1,700 00
		1	Alexandria	1	....do.		1	Coal.....	396 tons.	990 00
1	Londonderry	1	Pernambuco. ...	1	....do.		1	Coal.....	436 tons.	1,090 00
1	Plymouth.....	1	Alexandria	1	....do.		1	Coal.....	350 tons.	875 00
1	Southampton	1	St. Thomas.....	1	....do.		1	Coal.....	337 tons.	842 00
19	Bristol.....	1	Malta	1	....do.		1	Coal.....	454 tons.	1,135 00
		3	Alicante.....	3	....do.		3	Coal.....	1,732 tons.	4,309 00
		1	Barcelona	1	....do.		1	Coal.....	810 tons	1,025 00
		2	Genoa.....	2	...do.		1	Coal.....	1,239 tons.	3,097 00
							1	Iron.....	1,069 tons.	39,553 00
		1	Cape of Good Hope	1	....do.		1	Coal.....	890 tons.	1,225 00
		1	Montevideo	1	... do.		1	Coal.....	456 tons.	1,140 00
		5	New York.....	5	....do.		3	Coal.....	1,991 tons	4,976 00
							2	Iron.....	2,159 tons.	79,963 00
		2	Gibraltar	2	....do.		2	Coal.....	2,222 tons.	5,549 00
		1	Leghorn.....	1	....do.		1	Coal.....	955 tons.	2,387 00
		2	In port	2	....do.		2	In port	.....	.....
1	Cork	1	China	1	....do.		1	Coal.....	800 tons.	2,000 00
1	Galway	1	In port	1	....do.		1	In port	.....	.....
5	Dublin	1	Genoa.....	1	... do.		1	Coal	420 tons	1,050 00
		2	Alexandria	2	....do.		2	Coal.....	443 tons.	1,106 00
		2	In port	2	....do.		2	In port	.....	.....
1	Sligo	1	Barcelona	1	...do.		1	Coal.....	523 tons.	1,307 00
1	St. George.....	1	New York.....	1	.. do.		1	Coal.....	650 tons.	1,627 00
4	Havre.....	1	Montevideo.....	1	...do.		1	Coal.....	1,503 tons.	3,757 00
		1	St. Paul	1	....do.		1	Coal.....	1,404 tons.	3,510 00
		2	In port	2	....do.		2	In port	.....	.....
1	Rotterdam.	1	Glasgow.....	1	....do.		1	Ballast	.....	.....
2	Not known	1	Genoa.....	1	... do.		1	Coal.....	413 tons.	1,032 00
		1	St. Thomas.....	1	....do.		1	Coal.....	202 tons.	505 00
98	.....	98	.....	98	.....	.....	98	Coal and iron. ...	82,702 tons.	431,644 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
NEWPORT. (*Bristol Consulate.*) *Samuel Ward.*											
Quarter ended December 31, 1860.	1	Lynn	1	Havana	1	Ballast		1	Railroad iron 434 tons.	$12,065 00	Entered: 7 ships, 3 barks, 6 brigs—16.
	3	London	1	Hong Kong	1	do		1	Coal 931 tons.	1,920 00	
			1	Havana	1	do		1	Coal 400 tons.	1,000 00	Cleared: 4 ships, 3 barks, 6 brigs—13, and 3 in port.
			1	King George Sou'd	1	do		1	Coal 577 tons.	1,500 00	
	3	Liverpool	1	Alexandria	1	do		1	Railroad iron 1,499 tons.	56,000 00	Agg'te tonnage entered: 7,358.
			2	In port	2	do		2	In port		
	2	Bristol	1	Rio de Janeiro	1	do		1	Coal 610 tons.	2,500 00	
			1	Galveston	1	do		1	Railroad iron 361 tons.	12,950 00	
	1	Plymouth	1	St. Thomas	1	do		1	Coal 386 tons.	965 00	
	1	Fleetwood	1	In port	1	do		1	In port		
	1	Bridgewater	1	Galveston	1	do		1	Railroad iron 313 tons.	10,955 00	
	2	Dublin	1	St. Thomas	1	do		1	Coal 387 tons.	1,050 00	
			1	Galveston	1	do		1	Railroad iron 497 tons.	13,850 00	
	1	Dantzic	1	Cardiff	1	Deals	$13,000 00	1	Ballast		
	1	Hamburg	1	St. Thomas	1	Ballast		1	Coal 755 tons.	1,887 00	
	16		16		16		13,000 00	16		116,642 00	
Quarter ended March 31, 1861.	3	In port	1	Charleston	1	Before reported		1	Sold to English owners		Entered: 9 ships, 3 barks, 2 brigs—14, and 3 in port.
			1	St. Thomas	1	do		1	Coal 1,321 tons.	3,300 00	
			1	Bath	1	do		1	Coal 636 tons.	1,590 00	Cleared: 8 ships, 2 barks, 2 brigs—12, and 5 in port.
	1	London	1	Havana	1	Ballast		1	Coal 800 tons.	2,000 00	
	5	Liverpool	1	New York	1	do		1	Railroad iron 1,051 tons.	32,515 00	Agg'te tonnage entered: 11,254
			1	China	1	do		1	Coal 1,350 tons.	3,375 00	
			1	Cape of Good Hope	1	do		1	Railroad iron 1,043 tons.	36,750 00	
			2	In port	2	do		2	In port		
	2	Bristol	1	Jamaica	1	do		1	Coal 655 tons.	1,635 00	
			1	St. Thomas	1	do		1	Coal 363 tons.	905 00	
	1	Gloucester	1	Havana	1	do		1	Coal 714 tons.	1,800 00	
	1	St. John's, N. B.	1	New Orleans	1	Deals	14,000 00	1	Ballast		
	4	Havre	1	Havana	1	Ballast		1	Coal 1,026 tons.	2,750 00	

			3	In port	3	do		3	In port			
	17		17		17		14,000 00	17			86,620 00	
Quarter ended June 30, 1861.	5	In port	1	Havana	1	In former return		1	Railroad iron	500 tons.	15,000 00	Entered: 11 ships, 13 barks, 2 brigs—26; and 5 in port.
									Coal	252 tons.	565 00	
			1	St. Thomas	1	do		1	Coal	949 tons.	2,370 00	Cleared: 11 ships, 14 barks, 2 brigs—27; and 4 in port.
			1	Bahia	1	do		1	Coal	1,265 tons.	3,260 00	
			1	Madras	1	do		1	Railroad iron	1,000 tons.	30,000 00	Agg'te tonnage entered: 15,418.
									Coal	700 tons.	1,750 00	
			1	Rio de Janeiro	1	do		1	Railroad iron	2,000 tons.	90,000 00	
	2	London	1	St. Thomas	1	Ballast		1	Coal	450 tons.	1,150 00	
			1	Montevideo	1	do		1	Coal	1,030 tons.	2,750 00	
	3	Liverpool	1	Singapore	1	do		1	Coal	1,103 tons.	3,000 00	
			1	Halifax	1	do		1	Coal	380 tons.	950 00	
			1	Bermuda	1	do		1	Coal	1,071 tons.	2,750 00	
	6	Bristol	2	St. Thomas	2	do		2	Coal	710 tons.	2,250 00	
			1	Boston	1	do		1	Coal	230 tons.	540 00	
			2	Cronstadt	2	do		2	Coal	68 tons.	150 00	
									Railroad iron	880 tons.	37,050 00	
			1	In port	1	do		1	In port			
	1	Plymouth	1	Malaga	1	do		1	Coal	532 tons.	1,260 00	
	1	Cardiff	1	do	1	do		1	Coal	370 tons.	975 00	
	1	Waterford	1	St. Thomas	1	do		1	Coal	317 tons.	850 00	
	1	Galway	1	Halifax	1	do		1	Coal	608 tons	1,575 00	
	9	Havre	3	Rio de Janeiro	3	do		2	Coal	2,926 tons.	7,510 00	
								1	Coal		5,000 00	
			2	Montevideo	2	do		2	Coal	1,853 tons.	5,500 00	
			1	Cape ——	1	do		1	Coal	1,323 tons.	3,500 00	
			3	In port	3	do		3	In port			
	1	Amsterdam	1	Jamaica	1	do		1	Coal	500 tons.	1,250 00	
	1	Hamburg	1	Lisbon	1	do		1	Coal	412 tons.	925 00	
	31		31		31			31			211,880 00	
Quarter ended September 30, 1861.	4	In port	2	Genoa	2	In last quarter		2	Coal	3,385 tons.	8,550 00	Entered: 14 ships, 15 barks, 9 brigs, 2 schooners—40; and 4 in port.
			2	Halifax	2	do		2	Coal	2,333 tons.	6,100 00	
	10	London	1	Genoa	1	Ballast		1	Coal	480 tons.	1,200 00	
			5	St. Thomas	5	do		5	Coal	2,340 tons.	6,110 00	Cleared: 14 ships, 13 barks, 8 brigs, 2 schooners—37; and 7 in port.
			1	do	1	do		1	Coal—not given			
			1	Montevideo	1	do		1	Coal	1,024 tons.	2,750 00	
			1	Cape de Verdes	1	do		1	Coal	1,711 tons.	4,275 00	Agg'te tonnage entered: 19,478.
			1	Para	1	do		1	Coal	490 tons.	1,225 00	
	4	Liverpool	3	Genoa	3	do		3	Iron	3,528 tons	130,000 00	
			1	Halifax	1	do		1	Coal	500 tons.	1,250 00	
	1	Plymouth	1	Boston	1	do		1	Coal	317 tons.	795 00	
	1	Bristol	1	Bermuda	1	do		1	Coal	1,000 tons.	2,500 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
NEWPORT.											
(*Bristol Consulate.*)											
Samuel Ward.											
Quarter ended September 30, 1861—Cont'd.	2	Bristol	1	Cape de Verdes	1	Ballast		1	Coal 1,303 tons.	$3,255 00	
			1	Malta	1	do		1	Coal 375 tons.	1,000 00	
	2	Gloucester	1	Boston	1	do		1	Coal 500 tons.	1,500 00	
			1	Lisbon	1	do		1	Coal 710 tons.	1,850 00	
	4	Dublin	1	Kertch	1	do		1	Machinery 950 tons.	43,380 00	
			1	Malaga	1	do		1	Iron 331 tons.	10,345 00	
			1	Palermo	1	do		1	Iron 267 tons.	10,850 00	
			1	Barcelona	1	do		1	Coal 402 tons.	1,090 00	
	3	St. John's	1	Boston	1	Timber	$6,575 00	1	Coal 725 tons.	1,630 00	
			1	Halifax	1	do	10,800 00	1	Coal 596 tons.	1,750 00	
			1	In port	1	do	10,290 00	1	In port		
	1	Miramichi	1	Boston	1	do	3,750 00	1	Coal 372 tons.	930 00	
	1	Fleetwood	1	Bermuda	1	Ballast		1	Coal 725 tons.	1,810 00	
	1	Bridgewater	1	Halifax	1	do		1	Coal 299 tons.	750 00	
	1	Shediac	1	Barcelona	1	Timber	8,960 00	1	Coal 940 tons.	2,500 00	
	4	Havre	1	Genoa	1	Ballast		1	Iron 450 tons.	15,750 00	
			1	Barcelona	1	do		1	Coal 311 tons.	1,000 00	
			1	Cape de Verdes	1	do		1	Coal 550 tons.	1,500 00	
			1	Rio de Janeiro	1	do		1	Coal—not given		
	1	Cronstadt	1	Boston	1	Timber	3,960 00	1	Coal 325 tons.	730 00	
	2	Dantzic	1	New York	1	do	17,640 00	1	Ballast		
			1	In port	1	do	17,640 00	1	In port		
	2	Garucha	2	do	2	Iron ore	13,200 00	2	do		
	44		44		44		92,815 00	44		266,375 00	
GLOUCESTER.											
(*Bristol Consulate.*)											
Quarter ended December 31, 1860.	2	Richibucto	2	Cardiff	2	Deals	9,250 00	2	Ballast		Entered and cleared: 2 ships and 3 barks.
	1	Shediac	1	do	1	do	6,500 00	1	do		Agg'te tonnage entered: 1,611.
	2	New York	2	do	2	31,200 bushels wheat	37,100 00	2	do		
	5		5		5		52,850 00	5			

Quarter ended March 31, 1861.	1	New York	1	Newport	1	24,500 bushels wheat	66,000 00	1	Ballast			Entered and cleared: 1 bark, 480 tons.
Quarter ended June 30, 1861.	4	New York	1		1	Wheat, 16,000 bushels	40,000 00	1	Ballast			Entered: 3 barks and 2 brigs.
			3	In port	3	Wheat, 37,528 bushels	106,320 00	3	In port			Cleared: 1 bark and 1 brig, and 3 in port.
						Deals	16,000 00					
	1	Richibucto	1	Cardiff	1	Deals	16,300 00	1	Ballast			Agg'te tonnage entered: 1,848.
	5		5		5		178,620 00	5				
Quarter ended September 30, 1861.	3	In port	3	Cardiff	3	In last quarter		3	Ballast			Entered: 15 ships, 3 barks, 2 schooners—20, and 3 in port.
	4	St. John's	1	Lagoone	1	Deals	14,300 00	1	do			Cleared: 13 ships, 5 barks, 2 schooners; one sold or condemned—21, and 2 in port.
			1	Bristol	1	Deals	15,000 00	1	do			Agg'te tonnage entered: 11,465.
			2	Cardiff	2	Deals	35,000 00	2	do			
	3	Richibucto	1	do	1	Deals	5,270 00	1	do			
			1	St. John's	1	Deals	20,000 00	1	do			
			1	St. Steven's	1	Deals	8,700 00	1	do			
	2	Buctouche	2	Cardiff	2	Deals	10,450 00	2	do			
	1	Datamsquast	1	Newport	1	Deals	16,000 00	1	do			
	2	Didequast	1	do	1	Deals	8,650 00	1	do			
			1	Dantzic	1	Deals	15,750 00	1	do			
	1	Charlotton	1	Cardiff	1	Deals and 19,233 bushels oats	19,533 00	1	do			
	2	Mylory	1	New York	1	Deals	8,150 00	1	168 tons coal		$420 00	
			1	In port	1	Deals	4,500 00	1	In port			
	1	St. George	1	Cardiff	1	Deals	15,000 00	1	Ballast			
	1	Eastport	1	In port	1	Deals	15,800 00	1	In port			
	1	New York	1	Newport	1	48,000 bushels wheat	96,000 00	1	Ballast			
	2	Cronstadt	1	Cardiff	1	Deals	17,500 00	1	do			
			1	Newport	1	Deals	9,000 00	1	do			
	23		23		23		334,603 00	23			420 00	
SWANSEA. (*Bristol Consulate.*)												
Quarter ended December 31, 1860.	1	Cork	1	St. Thomas	1	Ballast		1	Coal, 200 tons		613 00	Entered and cleared: 1 bark and 1 brig.
	1	Ferrol	1	Pernambuco	1	do		1	Coal, 454 tons		908 00	Agg'te tonnage entered: 790.
	2		2		2			2			1,521 00	
Quarter ended March 31, 1861.	1	Bristol	1	China	1	Ballast		1	Coal, 835 tons		2,087 00	Entered and cleared: 1 ship, 689 tons.
Quarter ended June 30, 1861.	3	London	1	Rio de Janeiro	1	Ballast		1	Coal	396 tons.	990 00	Entered: 5 ships, 3 barks, 1 schooner—9.
			1	Point de Galle	1	do		1	Patent fuel	944 tons.	9,444 00	Cleared: 5 ships, 3 barks, 1 schooner—9.
			1	Galatz	1	do		1	Coal	440 tons.	1,100 00	Agg'te tonnage entered: 5,690.
	3	Bristol	2	Shanghae	2	do		1	Coal	1,692 tons.	4,230 00	
								1	Patent fuel	773 tons.	7,730 00	
			1	Coquimbo	1	do		1	Coal	950 tons.	2,375 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
SWANSEA. (*Bristol Consulate.*) *Samuel Ward.*											
Quarter ended June 30, 1861—Continued.	1	Havre	1	Cape de Verdes	1	Ballast		1	Coal 1,700 tons.	$4,375 00	
	1	Long Cay	1	Malta	1	Copper ore, 488 tons	$6,500 00	1	Coal 485 tons.	1,212 00	
	1	Cadiz	1	do	1	Ballast		1	Coal 512 tons.	1,280 00	
	9		9		9		6,500 00	9		32,736 00	
Quarter ended September 30, 1861.	1	Bangor	1	Alexandria	1	Deals	7,100 00	1	Coal 549 tons.	1,375 00	Entered and cleared: 3 ships, 2 barks, 1 brig—6.
	1	London	1	Barcelona	1	Ballast		1	Patent fuel 650 tons.	1,950 00	
	3	Liverpool	1	Caldera	1	do		1	Coal 1,175 tons.	2,400 00	Agg'te tonnage entered: 4,102.
			1	Coquimbo	1	do		1	Coal 1,600 tons	4,000 00	
			1	Valparaiso	1	do		1	Coal 1,200 tons	3,000 00	
	1	Plymouth	1	Rio de Janeiro	1	do		1	Coal 400 tons.	1,000 00	
	6		6		6		7,100 00	6		13,725 00	
MILFORD HAVEN. (*Bristol Consulate.*)											
Quarter ended December 31, 1860.	1	Darien	1	New York	1	Deals and lumber	8,000 00	1	Ballast		Entered and cleared: 1 bark, 400 tons.
Quarter ended March 31, 1861.		No returns									
Quarter ended June 30, 1861.		No returns									
Quarter ended September 30, 1861.	1	New Castle	1	Newport	1	Timber	12,500 00	1	Ballast		Entered and cleared: 2 barks.
	1	Belize	1	do	1	Mahogany	17,500 00	1	do		Agg'te tonnage entered: 674.
	2		2		2		30,000 00	2			

FALMOUTH.

Alfred Fox.

Quarter ended December 31, 1860.	2	In port	1	London	1	Before reported		1	Inward cargo		Entered: 5 ships, 2 barks—7, and 2 in port.
			1	Antwerp	1	do.		1	do		Cleared: 6 ships, 3 ships—9, and 2 in port.
	1	New York	1	Stockton	1	Flour and wheat		1	do		Agg'te tonnage entered: 5,096 and 22-95.
	2	Akyab	1	Liverpool	1	Rice and ratans		1	do		
			1	Rotterdam	1	do.		1	do		
	1	Santander	1	Liverpool	1	Flour and wheat		1	do		
	1	Maulmain	1	Woolwich	1	Teak wood		1	do		
	1	Rangoon	1	Liverpool	1	Rice, 850 tons		1	do		
	1	Altata	1	do.	1	Brazil wood, 1,200 tons		1	do		
	9		9		9			9			
Quarter ended March 31, 1861.	1	Boston	1	London	1	Sugar, 550 tons		1	Inward cargo		Entered: 3 ships, 10 barks—13.
	1	London	1	Kurrachee	1	Railroad iron		1	do		Cleared: 3 ships, 8 barks—11, and 2 in port.
	1	Altata	1	Hamburg	1	Hides, wood, &c		1	do		Agg'te tonnage entered: 5,401 and 55-95.
	1	Akyab	1	Altona	1	Rice, 900 tons		1	do		
	1	Sulina	1	Wisbeach	1	Barley		1	do		
	2	Matanzas	1	London	1	Sugar		1	do		
			1	Hamburg	1	Sugar, 340 tons		1	do		
	3	Cardenas	1	London	1	Molasses, 270 tons		1	do		
			2	Liverpool	2	Molasses		2	do		
	2	Havana	1	Amsterdam	1	Sugar, 370 tons		1	do		
			1	In port	1	Sugar, 1,514 boxes		1	In port		
	1	Rio de Janeiro	1	do.	1	Coffee, 4,500 bags		1	do		
	13		13		13			13			
Quarter ended June 30, 1861.	2	In port	1	Bristol	1	In former returns		1	The same as inward		Entered: 9 ships, 26 barks, 9 brigs, 2 schooners—46, and 2 in port.
			1	Altona	1	do.		1			Cleared: 8 ships, 23 barks, 7 brigs, 2 schooners—40, and 8 in port.
	4	Boston	1	Liverpool	1	Sugar, 675 tons		1	Original cargo		Agg'te tonnage entered: 18,870 and 16-95.
			1	Antwerp	1	Sugar, and 100 bales hemp, 350 tons.		1	do		
			1	Amsterdam	1	Sugar 416 tons.		1	do		
			1	In port	1	Sugar 350 tons.		1	In port		
	1	New York	1	London	1	Sugar 400 tons.		1	Original cargo		
	15	Havana	1	do.	1	Sugar 750 tons.		1	do		
			2	Bristol	2	Sugar 840 tons.		2	do		
			3	Clyde	3	Sugar 1,395 tons.		3	do		
			1	Genoa	1	Sugar 300 tons.		1	do		
			1	Helsingfors	1	Sugar 400 tons.		1	do		
			1	Amsterdam	1	Sugar 450 tons		1	do		
			2	Cronstadt	2	Sugar 565 tons.		2	do		
			4	In port	4	Sugar 1,565 tons.		4	In port		
	5	Matanzas	2	Clyde	2	Sugar 960 tons.		2	Original cargo		
			3	London	3	Sugar 860 tons.		3	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
FALMOUTH.											
Alfred Fox.											
Quarter ended June 30, 1861—Continued.	7	Matanzas	2	Greenock	2	Sugar 641 tons.		2	Original cargo		
			2	Bristol	2	Sugar 1,670 tons.		2	do		
			1	Antwerp	1	Sugar 710 tons.		1	do		
			2	In port	2	Sugar 914 tons.		2	In port		
	1	Cienfuegos	1	do.	1	Sugar 475 tons.		1	In port		
	1	Sagua la Grande.	1	Bristol	1	Sugar 330 tons.		1	Original cargo		
	1	Trinidad, (Cuba).	1	London	1	Sugar 400 tons.		1	do		
	1	Mayaguez.	1	do.	1	Sugar 300 tons.		1	do		
	2	Aguadilla	1	do.	1	Sugar 180 tons.		1	do		
			1	Bristol	1	Sugar 275 tons.		1	do		
	1	Kingston, Ja.	1	London	1	Coffee and rum 150 tons.		1	do		
	1	Jacmel	1	Antwerp	1	Coffee and logwood, 270 tons.		1	do		
	1	Rio de Janeiro	1	Bremen	1	Coffee 350 tons.		1	do		
	1	Bahia	1	London	1	Hides, 9,420		1	do		
	1	Pernambuco.	1	Greenock	1	Sugar 500 tons.		1	do		
	1	Smyrna	1	Bristol	1	Valonia 150 tons.		1	do		
	1	Bassein	1	Bremen	1	Rice 1,600 tons.		1	do		
	1	Altata	1	Liverpool	1	Dyewood, &c 1,100 tons.		1	do		
	48		48		48			48			
Quarter ended Septem-30, 1861.	8	In port	2	London.	2	Before reported		2	Inward cargo		Entered: 13 ships, 18 barks, 8 brigs, 4 schooners—43, and 8 in port.
			2	Bristol	2	do		2	do		
			1	Plymouth	1	do		1	do		
			1	Greenock	1	do		1	do		
			1	Cronstadt	1	do		1	do		Cleared: 12 ships, 20 barks, 10 brigs, 4 schooners—46, and 5 in port.
			1	Antwerp	1	do		1	do		
	1	Calais	1	Charlestown	1	Deals		1	Ballast		Agg'te tonnage entered: 20,821 and 45-95.
	2	Boston	1	Hamburg	1	Melado, &c 300 tons.		1	Inward cargo		
			1	Havre	1	Sugar 650 tons.		1	do		
	1	New York	1	Glasgow	1	Guano 753 tons.		1	do		
	1	Philadelphia	1	In port	1	Wheat and flour 600 tons.		1	In port		
	7	Havana	1	Marseilles	1	Sugar 290 tons.		1	Inward cargo		

		1	Antwerp	1	Sugar	350 tons.		1	do	
		1	Bristol	1	Sugar	600 tons.		1	do	
		1	Havre	1	Sugar	600 tons.		1	do	
		2	London	2	Sugar	1,025 tons.		2	do	
		1	Gottenburg	1	Sugar	320 tons.		1	do	
4	Matanzas	1	Bristol	1	Sugar	525 tons.		1	do	
		1	London	1	Sugar	500 tons.		1	do	
		1	Port Glasgow	1	Sugar	250 tons.		1	do	
		1	Antwerp	1	Sugar	346 tons.		1	do	
3	Cienfuegos	1	Bristol	1	Sugar	450 tons.		1	do	
		2	London	2	Sugar	928 tons.		2	do	
1	Cardenas	1	do	1	Sugar	540 tons.		1	do	
1	Trinidad	1	Bremen	1	Sugar	575 tons.		1	do	
1	Arroyo	1	Liverpool	1	Sugar	525 tons.		1	do	
2	Porto Rico	1	London	1	Sugar	400 tons.		1	do	
		1	Marseilles	1	Sugar	300 tons.		1	do	
1	St. Cruz	1	London	1	Sugar	380 tons.		1	do	
1	Hayti	1	Hamburg	1	Logwood	500 tons.		1	do	
1	Miragoane	1	do	1	Logwood	210 tons.		1	do	
2	Sagua la Grande	1	Bristol	1	Sugar	750 tons.		1	do	
		1	Havre	1	Sugar	380 tons.		1	do	
2	Sombrero	1	Bristol	1	Guano	500 tons.		1	do	
		1	Plymouth	1	Guano	800 tons.		1	do	
1	Bahia	1	London	1	Sugar	350 tons.		1	do	
1	Rio de Janeiro	1	Hamburg	1	Coffee	4,998 bags.		1	do	
1	London	1	New York	1	Ballast			1	Ballast	
1	Sunderland	1	Genoa	1	Coke, &c	1,000 tons.		1	Inward cargo, (in port)	
1	Antwerp	1	In port	1	General cargo	350 tons.		1	In port	
1	Licata	1	do	1	Sulphur	290 tons.		1	do	
3	Akyab	1	Antwerp	1	Rice	1,000 tons.		1	Inward cargo	
		1	Liverpool	1	Rice	1,300 tons.		1	do	
		1	In port	1	Rice	23,898 bags.		1	In port	
1	Galatz	1	Leith	1	Maize	1,978 qrs.		1	Inward cargo	
2	Rangoon	2	Antwerp	2	Rice	966 tons.		2	do	
					Rice	6,856 bags.				
51		51		51				51		

PLYMOUTH.

Thomas W. Fox.

Quarter ended December 31, 1860.	1	In port	1	Newport, Eng	1			1	Ballast	Entered: 1 ship, 1 bark, and 1 schooner—3, 1 in port.
	1	New York	1	In port	1	Wheat, 19,860 bushels; flour, 1,000 bbls.	$43,428 00	1	In port	Cleared: 1 ship, 1 brig, and 1 schooner—3, 1 in port.
	1	London	1	Boston	1	General cargo		1	Inw'rd cargo; put in for repairs	Agg'te tonnage entered: 1,909.
	1	Antwerp	1	Havana	1	Bricks, tiles, and sundries		1	do do	
	4		4		4		43,428 00	4		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PLYMOUTH.											
Thomas W. Fox.											
Quarter ended March 31, 1861.	1	In port	1	Savannah	1	Before reported		1	Ballast		Entered: 1 ship and 1 bark, and 1 in port.
	2	Havre	1	In port	1	Ballast		1	In port		Cleared: 1 ship and 1 bark, and 1 in port.
			1	New Orleans	1	do		1	Came in for repairs		
	3		3		3			3			Agg'te tonnage entered: 1,274.
Quarter ended June 30, 1861.	1	In port	1	Sold	1	Before reported		1	Sold to foreign flag		Entered: 1 bark and 1 brig, and 1 in port.
	1	New York	1	In port	1	Wheat, 11,600 bushels	$19,488 00	1	In port		Cleared: 2 barks, and 1 in port.
	1	Matanzas	1	Newport, R. I.	1	Sugar, 918,400 lbs	55,101 00	1	Ballast		Aggregate tonnage entered: 652.
	3		3		3		74,589 00	3			
Quarter ended September 30, 1861.	1	In port	1	Newport	1	Reported before		1	Ballast		Entered: 1 ship, 4 barks, and 2 brigs, and 1 in port.
	1	Boston	1	do	1	Oak timber	5,938 00	1	do		Cleared: 2 barks and 3 brigs, and 3 in port.
	1	New York	1	Cardiff	1	Wheat, 13,680 bushels	21,340 80	1	do		Agg'te tonnage entered: 2,690.
	1	Liverpool	1	Rio Grande do Sul	1	Coal	Unknown.	1	Inward, put in for repairs		
	1	Havana	1	Newport	1	Sugar, 638,400 lbs	36,926 00	1	Ballast		
	1	Sombrero	1	In port	1	Guano	17,280 00	1	In port		
	1	St. John's, N. B.	1	do	1	Deals of birch timber	15,680 00	1	do		
	1	Belize	1	do	1	Mahogany and logwood	8,978 88	1	do		
	8		8		8		106,143 68	8			
NEWCASTLE-UPON-TYNE.											
Herbert Davy.											
Quarter ended December 31, 1860.	3	London	1	Boston	1	Ballast		1	Coal and chemicals. 400 tons.	$16,456 00	Entered: 4 ships, 5 barks, and 1 schooner—10.
			1	New York	1	do		1	Coal. 1,800 tons.	3,146 00	Cleared: 4 ships, 5 barks, and 1 schooner—10.
			1	Shanghae	1	do		1	Coal. 1,000 tons.	1,694 00	Agg'te tonnage entered: 6,366.
	1	Leith	1	Messina	1	do		1	Coal. 500 tons.	822 80	
	1	Hull	1	Barcelona	1	do		1	Coal. 170 tons.	329 12	

	1	Hartlepool	1	New York	1	do		1	Coal and chemicals	600 tons	14,520 00	
	1	Grimsby	1	Leghorn	1	do		1	Coal	600 tons.	1,016 40	
	1	Bremen	1	New York	1	do		1	Coal	1,018 tons.	1,694 00	
	2	Hamburg	1	do	1	do		1	Coal	1,000 tons.	1,694 00	
			1	Rio de Janeiro	1	do		1	Coal and coke	772 tons.	1,771 44	
	10		10		10			10			43,143 76	
Quarter ended March 31, 1861.	2	London	2	Madras	2	Ballast		2	Coal and iron	1,687 tons.	6,534 60	Entered: 3 ships and 2 brigs.
	1	Hull	1	Leghorn	1	do		1	Coal	340 tons.	677 60	Cleared: 2 ships, 2 brigs, and 1 sold.
	1	Havre	1	Genoa	1	do		1	Coal	320 tons.	726 00	
	1	Antwerp	1	Sold	1	do		1	Sold			Agg'te tonnage entered: 3,063.
	5		5		5			5			7,938 20	
Quarter ended June 30, 1861.	9	London	2	New York	2	Ballast		2	Coal	1,171 tons.	1,979 56	Entered and cleared: 21 ships, 25 barks, 4 brigs, 2 schrs.—52.
			2	Providence	2	do		2	Coal	1,537 tons.	2,599 08	
			2	Shanghae	2	do		2	Coal	1,225 tons.	2,071 52	Agg'te tonnage entered: 33,270.
			1	Galatz	1	do		1	Coal	400 tons.	692 12	
			1	Calcutta	1	do		1	Coal	1,200 tons.	2,032 80	
			1	Bombay	1	do		1	Coal	770 tons.	1,306 80	
	1	Wisbeach	1	Naples	1	do		1	Coal	400 tons	851 84	
	1	Alloa	1	Bridgeport	1	do		1	Coal	344 tons	580 80	
	1	Antioch	1	New York	1	do		1	Coal	1,388 tons.	2,347 40	
	19	Havre	2	New Haven	2	do		2	Coal	1,650 tons.	2,792 68	
			2	Portland	2	do		2	Coal	2,050 tons.	3,470 28	
			4	New York	4	do		4	Coal	5,007 tons.	8,474 84	
			1	Boston	1	do		1	Coal	500 tons.	847 00	
			1	Providence	1	do		1	Coal	726 tons.	1,229 36	
			2	Rio de Janeiro	2	do		2	Coal and coke	2,110 tons.	3,663 88	
			3	Genoa	3	do		3	Coal	3,384 tons.	5,474 04	
			2	Aden	2	do		2	Coal	2,802 tons.	4,743 20	
			2	Bombay	2	do		2	Coal	2,500 tons.	4,065 60	
	7	Hamburg	1	Salem	1	do		1	Coal	583 tons.	987 36	
			1	Providence	1	do		1	Coal and fire-brick	432 tons.	1,161 60	
			2	New Haven	2	do		2	Coal	1,650 tons.	2,792 68	
			3	New York	3	do		3	Coal	2,260 tons.	3,822 44	
	5	Bremen	1	Boston	1	do		1	Coal & chemicals	780 tons.	9,680 00	
			4	Genoa	4	do		4	Coal and coke	3,873 tons.	7,705 28	
	2	Amsterdam	1	Bath	1	do		1	Coal	900 tons	1,524 60	
			1	New Haven	1	do		1	Coal	600 tons.	1,016 40	
	1	Rotterdam	1	Singapore	1	do		1	Coal	961 tons.	1,626 24	
	5	Antwerp	1	New London	1	do		1	Coal	310 tons.	498 52	
			3	New York	3	do		3	Coal	2,913 tons.	4,927 12	
			1	Aden	1	do		1	Coal	1,400 tons.	2,371 60	
	1	Gottenburg	1	Marseilles	1	Deals	$500 00	1	Coal	400 tons.	677 60	
	52		52		52		500 00	52			88,020 24	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
NEWCASTLE-UPON-TYNE.											
Herbert Davy.											
Quarter ended September 30, 1861.	13	London	1	Boston	1	Ballast		1	Coal & chemicals, 660 tons.	$1,118 04	Entered and cleared: 13 ships, 18 barks, 5 brigs, 2 schooners—38.
			1	New York	1	do		1	Coal and iron .... 379 tons.	1,742 40	
			1	Rio de Janeiro	1	do		1	Coal 370 tons	624 36	
			1	Montevideo	1	do		1	Coal 640 tons.	1,069 64	Agg'te tonnage entered: 19,243.
			2	Havana	2	do		2	Coal 824 tons	1,393 92	
			1	Marseilles	1	do		1	Coal 441 tons.	745 36	
			1	Cadiz	1	do		1	Coal 416 tons.	701 80	
			3	Barcelona	3	do		1	Coal and coke .... 2,978 tons.	8,242 52	
			1	Odessa	1	do		1	Coal 721 tons.	1,210 60	
			1	Shanghae	1	do		1	Coal 420 tons.	711 48	
1	Hull		1	Bombay	1	do		1	Coal 830 tons.	1,403 60	
1	Dunkirk		1	New York	1	do		1	Coal 560 tons.	948 64	
3	Havre		3	Genoa	3	do		3	Coal 3,265 tons.	5,527 28	
6	Amsterdam		5	do	5	do		3	Coal 2,145 tons.	3,567 08	
								1	Coal and pig iron. 850 tons.	4,840 00	
								1	Coal and pitch ... 335 tons.	750 20	
			1	Barcelona	1	do		1	Coal and pig iron. 481 tons.	2,497 44	
5	Rotterdam		3	New York	3	do		2	Coal 1,252 tons.	2,119 92	
								1	Coal & chemicals, 530 tons.	7,744 00	
			1	Portland	1	do		1	Coal 1,000 tons.	1,694 00	
			1	Bombay	1	do		1	Coal 1,218 tons.	2,061 84	
1	Hamburg		1	St. Paul's	1	do		1	Coal 1,040 tons.	1,761 76	
5	Bremen		3	Genoa	3	do		3	Coal 1,395 tons.	2,371 60	
			1	Stockholm	1	do		1	Coal 341 tons.	575 96	
			1	Barcelona	1	do		1	Coal 900 tons.	1,524 60	
3	Antwerp		2	do	2	do		2	Coal and coke .... 926 tons.	1,931 16	
			1	Genoa	1	do		1	Coal 850 tons.	1,447 16	
38			38		38			38		60,325 76	

LEITH.											
James McDowell.											
Quarter ended December 31, 1860.	1	Richmond, Va...	1	Newcastle-upon-Tyne.	1	Tobacco, 238 hogsheads, 266 tierces.	94,350 00	1	Ballast	.....	Entered: 1 bark. Cleared: 1 bark. Aggregate tonnage entered: 377.
Quarter ended March 31, 1861.	.....	No return.	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return.	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Neil McLachlan.											
Quarter ended September 30, 1861.	2	Matanzas.....	1	Genoa.....	1	Molasses..... 700 tons.	44,044 00	1	Coal, 700 tons..	1,694 00	Entered: 1 ship, 3 barks, and 1 schooner.
			1	Sunderland	1	Molasses..... 700 tons.	44,044 00	1	Ballast	.....	
	2	Cardenas	1	Portland	1	Molasses..... 550 tons	39,204 00	1	....do.....	.....	Cleared: 1 ship and 2 barks, and 2 in port.
			1	Rangoon	1	Molasses..... 690 tons.	43,414 80	1	Yet in port	.....	
	1	Galatz	1	In port	1	Corn..... 2,000 qrs. .	15,004 00	1	In port	.....	Aggregate tonnage entered: 2,400 and 66-95.
	5	.....	5	.....	5	.....	185,710 80	5	....	1,694 00	
DUBLIN.											
Samuel W. Talbot.											
Quarter ended December 31, 1860.	2	In port	2	New York.....	2	In preceding report.....	.....	2	Ballast	.....	Entered: 1 ship and 2 barks—3, and 2 in port.
	3	New York.....	3	....do.	3	Wheat and flour.....	14,250 00	3	....do.....	.....	Cleared: 1 ship, 3 barks, and 1 brig—5.
	5	.....	5	.....	5	.....	14,250 00	5	.....	. .....	Agg'te tonnage entered: 4,379.
Quarter ended March 31, 1861.	4	New York.....	2	Matanzas.....	2	Wheat, 46,250 bushels; and corn, 18,000 bushels.	84,850 00	2	Ballast	.....	Entered and cleared: 3 barks and 1 brig.
			1	Cardiff	1	Wheat, 18,000 bushels....	24,560 00	1	....do.....	....	Agg'te tonnage entered: 1,645.
			1	Troon.....	1	Wheat, 23,000 bushels.....	52,800 00	1	....do.....	.....	
	4	.....	4	.....	4	.....	162,210 00	4	.....	.....	
Quarter ended June 30, 1861.	1	New York.....	1	New London....	1	Wheat, 15,500 bushels.....	12,800 00	1	Ballast	.....	Entered: 2 barks.
	1	Liverpool	1	In port, (in distress.)	1	Salt, 300 tons.....	1,000 00	1	(Having been stranded off Drogheda.)	... .	Cleared: 1 bark, and 1 in port. Agg'te tonnage entered: 1,072.
	2	.....	2	.....	2	.....	13,800 00	2	.....	.....	
Quarter ended September 30, 1861.	1	In port	1	Condemned and sold.	1	Reported last quarter.....	.....	1	Sold.....	.....	Entered: 2 ships, 9 barks, 3 brigs, 2 schooners—16, and 1 (ship) in port.
	4	Eastport.....	4	Cardiff	4	Deals.....	11,500 00	4	Ballast	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
DUBLIN.											
Samuel W. Talbot.											
Quarter ended September 30, 1861—Cont'd.	1	Searsport	1	In port	1	Deals	$4,000 00	1	In port		Cleared: 8 barks, 3 brigs, and 1 schooner—12; 1 condemned, and 4 in port—(2 ships, 1 bark, and 1 schooner.) Agg'te tonnage entered: 7,371.
	1	Portland	1	New York	1	Deals	5,000 00	1	Ballast		
	1	Pugwash (?)	1	In port	1	Deals	8,000 00	1	In port		
	6	New York	3	New York	3	87,000 bushels wheat	142,000 00	3	Ballast		
			3	Cardiff	3	47,600 bushels wheat	66,500 00	3	do		
	1	Philadelphia	1	do	1	13,000 bushels corn	6,900 00	1	do		
	1	Quebec	1	In port	1	Deals	8,000 00	1	In port		
	1	Troon	1	do	1	250 tons coal	625 00	1	do		
	17		17		17		252,525 00	17			
CORK.											
Robert Dowling.											
Quarter ended December 31, 1860.	4	In port	1	Baltimore	4			4	Inward cargo		Entered: 19 ships, 8 barks—27, and 4 in port. Cleared: 17 ships, 11 barks—28, and 3 in port. Agg'te tonnage entered: 23,505.
			1	Liverpool							
			1	Swansea							
			1	Ipswich							
	7	New York	1	London	7	Wheat, flour, and gen'l cargo		7	do		
			2	Liverpool							
			1	Bristol							
			1	Donegal							
			2	Dublin							
	1	Philadelphia	1	Liverpool	1	Wheat		1	do		
	2	Baltimore	1	do	2	Flour and general cargo		1	do		
			1	In port				1	In port		
	2	New Orleans	1	do	1	Corn		1	do		
			1	Burnt at sea	1	Burnt at sea		1			
	1	St. John's, N. B.	1	Liverpool	1	Deals		1	Inward cargo		
	1	Cardenas	1	do	1	Molasses		1	do		
	1	Akyab	1	Rotterdam	1	Rice		1	do		
	1	London	1	In port	1	Ballast		1	In port		

	11	Callao	4	London	11	Guano		11	Inward cargo		
			6	Antwerp							
			1	Rotterdam							
	31		31		31			31			
Quarter ended March 31, 1861.	3	In port	1	Cardiff	1	Before reported		1	Inward cargo, (cotton)		Entered: 25 ships, 14 barks, 1 brig—40, and 3 in port.
			1	Havre	1	do		1	Inward cargo, (flour and grain)		
			1	Londonderry	1	do		1	Ballast		Cleared: 26 ships, 13 barks, 1 brig—40, and 3 in port.
	1	St. John's, N. B.	1	Swansea	1	Deals		1	Inward cargo		
	2	New York	1	In port	1	Corn		1	In port		Agg'te tonnage entered: 32,211.
			1	Waterford	1	Corn		1	Inward cargo		
	1	Philadelphia	1	Liverpool	1	General cargo		1	do		
	1	Richmond	1	In port	1	Tobacco		1	In port		
	2	Charleston	2	Liverpool	2	Cotton		2	Inward cargo		
	1	Savannah	1	do	1	do		1	do		
	3	Mobile	1	Havre	1	do		1	do		
			1	Hamburg	1	do		1	do		
			1	Liverpool	1	do		1	do		
	11	New Orleans	5	Havre	5	do		5	do		
			1	Cardiff	1	Grain		1	do		
			1	In port	1	Cotton, flour, and staves		1	In port		
			2	Hamburg	2	Cotton		2	Inward cargo		
			1	Fleetwood	1	do		1	do		
			1	Bremen	1	do		1	do		
	3	San Francisco	2	Liverpool	2	Flour and wheat		2	do		
			1	London	1	Wool and wheat		1	do		
	1	Montevideo	1	Hull	1	Bone and bone ash		1	do		
	1	Valparaiso	1	London	1	Guano		1	do		
	5	Callao	2	Antwerp	2	do		2	do		
			2	London	2	do		2	do		
			1	Leith	1	do		1	do		
	1	Altata	1	London	1	General cargo		1	do		
	2	Liverpool	1	New York	1	do		1	do		
			1	Foundered at sea	1			1	Foundered		
	4	Cardenas	1	Liverpool	1	Guano		1	Inward cargo		
			1	Greenock	1	Molasses		1	do		
			1	London	1	do		1	do		
			1	Amsterdam	1	do		1	do		
	1	Matanzas	1	Liverpool	1	do		1	do		
	43		43		43			43			

P. J. Devine.

Quarter ended June 30, 1861.	3	In port	3	Liverpool	3			3	Inward cargoes, viz: Cotton, tobacco, and rice.		Entered: 19 ships, 21 barks, 2 brigs, 2 schooners—44, and 3 in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CORK.											
P. J. Devine.											
Quarter ended June 30, 1861—Continued.	1	Boston	1	Came in for orders, destination not reported.	1	Wheat		1	Wheat, (inward cargo)		Cleared: 21 ships, 19 barks, 2 brigs, 3 schooners—45, and 2 in port.
	8	New York	8	do	8	Wheat and corn		8	Inward cargo, (1 yet in port)		Agg'te tonnage entered: 25,300.
	4	Philadelphia	4	do	4	Flour and corn		4	Inward cargo		
	1	Baltimore	1	do	1	Corn		1	do		
	1	Mobile	1	do	1	Cotton		1	do		
	7	New Orleans	7	do	7	Cotton and corn		7	Inward cargo, (1 yet in port)		
	3	Cardenas	3	do	3	Molasses		3	Inward cargo		
	1	Sagua la Grande	1	do	1	Sugar		1	do		
	3	Matanzas	3	do	3	Molasses		3	do		
	1	Nuevitas	1	do	1	Copper ore		1	do		
	2	Moulmein	2	do	2	Timber		2	do		
	1	San Francisco	1	do	1	Wheat		1	do		
	8	Callao	8	do	8	Guano		8	do		
	1	Mazatlan	1	do	1	Dyewood		1	do		
	2	Liverpool	1	do	1	Coal		1	do		
			1	New York	1	Coal		1	do		
	47		47		47			47			
Quarter ended September 30, 1861.	2	In port	2	Not reported	2	Last quarter		2	Inward cargo		Entered: 20 ships, 21 barks, 9 brigs, 6 schooners—56, and 2 in port.
	1	Shediac	1	Touched for orders; destination unknown.	1	Deals		1	do		Cleared: 20 ships, 21 barks, 8 brigs, 3 schooners—52, and 6 in port.
	3	Eastport	3	do	3	Deals		3	do		Agg'te tonnage entered: 31,732.
	1	Boston	1	do	1	Cotton		1	do		
	6	New York	6	do	1	Flour, 4,751 barrels		1	do		
					3	Wheat, 54,923 bushels		3	do		
					2	Corn		2	do		
	2	Newport	2	do	2	Wheat and corn		2	do		
	1	Balize	1	do	1	Mahogany		1	do		

	6	Matanzas	6	do	6	Sugar and molasses		6	do		
	6	Cardenas	6	do	6	Molasses		6	do		
	1	Cienfuegos	1	do	1	Sugar		1	do		
	1	St. Thomas	1	do	1	Timber		1	do		
	2	Buctouche	2	do	2	Deals		2	In port		
	1	St. George	1	do	1	Deals		1	Inward cargo		
	2	Manzanilla	2	do	2	Cedar, melado, and general		2	do		
	5	San Francisco	5	do	5	Wheat		5	do		
	8	Callao	8	do	8	Guano		8	do		
	1	Rio Grande	1	do	1	Bone ash, 200 tons		1	In port		
	1	Montevideo	1	do	1	Bone and bone ash		1	Inward cargo		
	1	Remedios	1	do	1	Molasses		1	do		
	2	Liverpool	2	do	2	General		2	do		
	1	London	1	do	1	Ballast		1	In port		
	2	Baltimore	2	do	2	Tobacco		2	Inward cargo		
	1	Constantinople	1	do	1	1,600 qrs. corn		1	In port		
	1	Soolina, (Russia)	1	do	1	3,786 qrs. corn	$20,000 00	1	Inward cargo		
	58		58		58		20,000 00	58			
BELFAST.											
T. Frean.											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1860.		No return									No return.
Quarter ended June 30, 1861.	1	Boston	1	Androssan	1	Flour and grain	21,024 96	1	Ballast		Entered: 2 ships, 6 barks, brigs—10.
	1	New York	1	Montevideo	1	do	24,200 00	1	do		Cleared: 2 ships, 6 barks, 1 brig—9, and 1 in port.
	3	Philadelphia	1	Quebec	1	Corn	29,896 68	1	do		Agg'te tonnage entered: 4,456.
			1	Androssan	1	Flour and corn	15,488 00	1	do		
			1	In port	1	Corn	11,300 00	1	In port		
	3	Baltimore	1	Quebec	1	Corn	43,560 00	1	Ballast		
			1	Androssan	1	Corn	19,118 00	1	do		
			1	Pictou	1	Corn	14,520 00	1	do		
	2	New Orleans	2	Richibucto	2	Flour and grain	36,459 72	2	do		
	10		10		10		215,567 36	10			
Quarter ended September 30, 1861.	1	In port	1	Not stated	1	Given in former return		1	Not stated		Entered: 1 ship, 7 barks, 2 brigs—10, and 1 in port.
	3	New York	1	Glasgow	1	Indian corn	18,000 00	1	Ballast		Cleared, 5 barks, 2 brigs—7, 1 (bark) sold, and 3 in port.
			1	Ardrossan	1	do	19,000 00	1	do		Aggregate tonnage entered—not given.
			1	Eastport, Me	1	Flour	15,000 00	1	do		
	1	Philadelphia	1	Troon	1	Grain and flour	16,000 00	1	do		
	3	Richibucto	3	Richibucto	3	Timber and deals	23,826 00	3	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BELFAST.											
T. Frean.											
Quarter ended September 30, 1861—Cont'd.	3	Not stated.....	3	In port	2	Timber and deals.....	$42,000 00	2	In port	.....	
					1	.....do.....	12,210 00	1	...do.....	.....	
	11	....	11	.....	11	.....	146,036 00	11	....	.....	
LONDONDERRY.											
Alexander Henderson.											
Quarter ended December 31, 1860.	.....	No return	.....	.....	.....	....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	1	New York.....	1	Not stated.....	1	Rosin, flour, and flax-seed....	30,976 00	1	Ballast	....	Entered and cleared: 2 ships, 1,046 70-95 tons.
	1	Baltimore	1	.....do.....	1	Flour, corn, and rosin	14,520 00	1	....do.....	.....	
	2	....	2	.....	2	....	45,496 00	2	....	.....	
Quarter ended June 30, 1861.	3	New York.....	2	Androssan.....	2	Indian corn, 1,000 tons... ...	43,318 00	2	Ballast	.....	Entered and cleared: 7 vessels, class not stated.
			1	New York.	1	.....do..... 600 tons.....	19,360 00	1	....do.....	.....	
	1	Philadelphia....	1	Androssan.	1	.....do..... 400 tons.....	21,780 00	1	....do.....	... .	Agg'te tonnage entered: 2,849 and 71-95.
	1	Baltimore	1	Newport	1	Indian corn and general cargo.	48,400 00	1	...do.....	.....	
	1	New Orleans	1	Cardiff	1	Indian corn, 600 tons.....	24,200 00	1	....do.....	.....	
	1	Liverpool	1	Liverpool	1	Salt, 100 tons	338 80	1	....do.....	.....	
	7	.....	7	.....	7	....	157,396 80	7	....	....	
Quarter ended September 30, 1861.	3	New York.....	1	New York.....	1	350 tons Indian corn.....	14,520 00	1	Ballast	.....	Entered and cleared: 2 A1, 2 A2—4.
			1	Sydney.....	1	Corn and flour	20,812 00	1	....do.....	.....	
			1	Cardiff	1	400 tons corn..... ..	14,520 00	1	....do.....	.....	Agg'te tonnage entered: 1,597 and 59-95.
	1	Philadelphia.....	1	... do	1	600 tons corn	24,200 00	1	....do.....	.....	
	4	.....	4	.....	4	.....	74,052 00	4	.....	.....	

WATERFORD.											
Josiah Williams.											
Quarter ended December 30, 1860.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	2	New York.....	1	Cardiff	1	2,162 quarters corn.....	19,328 16	1	Ballast	.....	Entered, 1 bark and 1 brig.
			1	In port	1	1,390 quarters corn.....	13,455 20	1	In port, discharging	.....	Cleared: 1 bark, and 1 (brig) i port.
	2	.....	2	.....	2	.....	32,783 36	2	.....	.....	Agg'te tonnage entered: 674 68-95.
Quarter ended June 30, 1861.	1	In port	1	Not reported. ...	1	In last quarter	.....	1	Not reported.....	.....	Entered: 1 bark, and 1 (brig) in port.
	1	New York.....	1	Cardiff	1	3,036 quarters corn.....	29,582 08	1	Ballast	.....	Cleared: 1 bark and 1 brig.
	2	.....	2	.....	2	.....	29,582 08	2	... .	.....	Agg'te tonnage entered: 631 57-95.
Quarter ended September 30, 1861.	2	New York.....	2	Not reported.....	2	3,490 quarters corn.....	33,783 20	2	Ballast	.....	Entered and cleared, 1 bark, 1 brig—2.
											Agg'te tonnage entered: 634 83-95.
GIBRALTAR.											
Horatio J. Sprague.											
Quarter ended December 31, 1860.	1	Boston	1	Malaga	1	Flour.....	.....	1	Ballast	.....	Entered and cleared: 2 barks, 1 brig, 2 schooners—5.
	4	New York.....	2	Malta	2	Flour, tobacco, &c.	.....	2	Tobacco, &c.....	.....	Agg'te tonnage entered: 1,108 and 92-95.
			1	Marsala	1	Staves.....	.....	1	Staves	.....	
			1	Malaga.	1	Flour, tobacco, &c.	.....	1	....do.....	.....	
	5	.....	5	.....	5	.....	.....	5	.....	.....	
Quarter ended March 31, 1861.	2	Boston	1	Smyrna	1	Rum, &c	.....	1	Rum, &c	.....	Entered: 5 barks, 5 brigs, 1 schooner—11.
			1	Alexandria, Egypt	1	Ice.....	.....	1	Ice.....	.....	Cleared: 4 barks, 4 brigs, 1 schooner—9, and 2 condemned and sold.
	5	New York.....	1	Messina	1	Flour.....	.....	1	Ballast	.....	
			2	Malta	2	Flour, tobacco, &c.....	.....	1	....do.....	.....	Agg'te tonnage entered: 3,199 and 18-95.
								1	Condemned and sold.....	.....	
			1	Cadiz	1	Tobacco, &c.....	.....	1	Ballast	.....	
			1	Palermo	1	Flour, tobacco, &c.....	....	1	....do.....	.....	
	1	Valencia	1	Matanzas.....	1	Ballast	.....	1	Bricks.....	.....	
	1	Messina	1	New York.....	1	Fruit	.....	1	Fruit	.....	
	1	Malaga...	1	....do.	1	Fruit	.....	1	Fruit.....	.....	
	1	Aux Cayes	1	Trieste	1	Logwood	.....	1	Condemned and sold.....	.....	
	11	.....	11	.....	11	.....	.....	11	.....	.....	
Quarter ended June 30, 1861.	2	Boston	1	Cadiz	1	Sugar, flour, &c.....	.....	1	Ballast	.....	Entered: 5 barks, 3 brigs, 2 schooners—10.
			1	Malta.....	1	Tobacco, beef, &c.....	....	1	Rum, tobacco, &c.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
GIBRALTAR.											
Horatio J. Sprague.											
Quarter ended June 30, 1861—Continued.	6	New York	1	St. Thomas	1	Flour, tobacco, &c.		1	Ballast		Cleared: 5 barks, 2 brigs, 1 schooner—8, and 2 condemned and sold.
			2	Malta	2	Flour, &c.		2	Rum, &c		Aggre'te tonnage entered: 2,704 54-95.
			1	Cadiz and Malaga	1	Tobacco, flour, &c.		1	Ballast		
			1	Palermo	1	do. do.		1	do.		
			1	Condemned & sold	1	Ice		1	Condemned and sold		
	1	Liverpool	1	Cadiz	1	Coal		1	Ballast		
	1	Marseilles	1	Condemned & sold	1	Flour, &c.		1	Condemned and sold		
	10		10		10			10			
Quarter ended September, 30, 1861.	7	New York	1	Boston	1	Flour, staves, &c		1	Stores, wool, &c		Entered and cleared: 3 barks, 2 brigs, and 3 schooners.
			5	Malaga	5	do. do.		5	do. do.		Aggre'te tonnage entered: 1,860 and 90-95.
			1	Malta	1	do. do.		1	Rum, alcohol, &c		
	1	Malta	1	Boston	1	Ballast		1	Wool		
	8		8		8			8			
MALTA.											
W. Winthrop.											
Six months ended December 31, 1860.	3	Boston	1	Boston	1	Coffee, rum, &c.		1	Fruit, oil, &c		Entered and cleared: 1 bark, 4 brigs, 3 schooners—8.
			1	Sicily	1	Tobacco and general cargo		1	Ballast		Aggre'te tonnage entered: 2,012
			1	Smyrna	1	do. do.		1	General cargo		
	5	New York	2	New York	2	do. do.		2	Fruit, oil, &c		
			2	Sicily	2	do. do.		2	Oil, rags, &c.		
			1	Malaga	1	do. do.		1	Ballast		
	8		8		8			8			
Quarter ended March 31, 1861.	1	Boston	1	Smyrna	1	Tobacco, rum, &c.	Unknown	1	Part of inward		Entered and cleared: 1 ship, 1 bark, and 2 brigs; 1 U. S. ship
	2	Gibraltar	2	Sicily	2	Tobacco, pepper, &c.	do.	2	Brimstone and ballast		

	1	Alicante	1	Constantinople	1	Ballast		1	Ballast		entered and cleared.
	4		4		4			4			Agg'te tonnage entered: 1,511.
Quarter ended June 30, 1861.	2	New York	1	Marseilles	2	Tobacco, rosin, pitch, &c.	Unknown	2	Ballast		Entered and cleared: 3 barks, 2 brigs, and 3 schooners; 1 U. S. ship entered and cleared.
			1	Sicily							
	1	Cardiff	1	Smyrna	1	Coal	do.	1	do		
	1	Rio de Janeiro	1	Marseilles	1	Coffee	do.	1	Part of inward		Agg'te tonnage entered: 2,496.
	1	Constantinople	1	do.	1	Wheat	do.	1	Inward cargo		
	3	Gibraltar	2	Palermo	2	Tobacco, rum, &c.	do.	2	Ballast		
			1	Beirout	1	Tobacco, sugar, &c.	do.	1	Part of inward		
	8		8		8			8			
ST. HELENA. *W. Carrol.*											
Quarter ended December 31, 1861.		No return									No return.
Quarter ended March 31, 1861.	2	In port	1	Salem	1	Before reported		1	Same as inward	135,000 00	Entered: 16 ships, 11 barks, 1 brig, 3 schooners—31, and 2 in port.
			1	Providence	1	do		1	do		
	5	Calcutta	1	Boston	5	Rice, sugar, saltpetre, jute, gunny-cloth, linseed, coolies, &c.	Not known.	5	Inward cargos	Not given.	Cleared: 16 ships, 11 barks, 2 schooners—29, and 4 in port.
			1	London							Agg'te tonnage entered: 15,709 and 84-95.
			1	Hull							
			1	Jamaica							
			1	New Orleans							
	4	China	3	Havana	3	Chinese coolies	do	3	do		
			1	New York	1	Tea, silk, cassia, &c.	do	1	do		
	13	Whaling	8	Whaling	13	Sperm, whale, and black fish oil, and whalebone.	358,700 00	9	Inward cargoes	319,500 00	
			1	Dartmouth				4	In port		
			4	In port							
	1	Akyab	1	London	1	Rice		1	Inward cargo	20,000 00	
	2	Manilla	1	Boston	2	Sugar, hemp, sapan-wood, cigars, &c.	Not given.	2	do		
			1	New York							
	1	Barguella	1	Salem	1	Palm and pea-nut oil, gum-copal, ivory, &c.	13,000 00	1	Part of inward	10,000 00	
	1	Fish Bay	1	New Bedford	1	Sperm and whale oil and bone.	26,000 00	1	Inward cargo	26,000 00	
	1	Singapore	1	London	1	Pepper and other spices, sugar, tea, &c.	Not known.	1	do		
	3	Desolation	3	New Bedford	3	Whale and elephant oil and whalebone.	79,000 00	3	do	79,000 00	
	33		33		33		496,700 00	33		589,500 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
ST. HELENA.											
W. Carrol.											
Quarter ended June 30, 1861.	4	In port	4	Whaling	4	Given in last return		4	Sperm and whale oil and whalebone.	$39,200 00	Entered: 15 ships, 13 barks, 5 brigs, 1 schooner—34, and 4 in port.
	1	New York	1	Coast of Africa	1	General cargo	$17,000 00	1	Part of inward	7,000 00	
	2	Calcutta	1	London	2	Rice, saltpetre, jute, indigo, linseed, gunnies, and gunny-cloth.	Not known.	2	Same as inward; put in for supplies.	Not known	Cleared: 15 ships, 13 barks, 4 brigs, 2 schooners—34, and 4 in port.
			1	New York							
	6	China	5	Havana	6	Chinese coolies, teas, silks, cassia, &c.	Not known.	6	Same as inward; put in for supplies.		Agg'te tonnage entered: 18,944 and 60-95.
			1	New York							
	14	Whaling	12	Whaling	14	Sperm, whale, and blackfoot oil and whalebone.	257,500 00	12	Same as inward; put in for supplies.	212,500 00	
			2	In port				2	In port		
	1	Johanna	1	do	1	Sperm, whale, and blackfoot oil and whalebone.	36,000 00	1	do		
	2	Desolation	2	New London	2	Sperm, whale, and elephant oil and whalebone.	55,000 00	1	Inward cargo	55,000 00	
	1	Colombo	1	London	1	Cocoa-nut oil, coir, &c	Not known.	1	do		
	2	Bombay	1	Liverpool	2	Seeds, cotton, saltpetre, gunny-cloth, &c.	do	2	do		
			1	New York							
	1	Manilla	1	Liverpool	1	Sugar, hemp, sapan-wood, &c.	do	1	do		
	1	Ichaboe	1	Hampton Roads	1	Guano	15,000 00	1	do	15,000 00	
	1	Callao	1	Cork	1	Guano	100,000 00	1	Inward cargo; put in for water.	100,000 00	
	1	Sumatra	1	Pernambuco	1	Pepper and India-rubber	60,000 00	1	Inward cargo; put in to land crew of an abandoned ship.	60,000 00	
	1	Loanda	1	In port	1	General merchandise	10,000 00	1	In port		
	38		38		38		550,500 00	38		488,700 00	
Quarter ended September 30, 1861.	4	In port	3	Whaling	4	Before reported		4	Part of inward	81,000 00	Entered: 12 ships, 9 barks, 1 brig—22, and 4 in port.
			1	Loando							
	1	China	1	New York	1	Teas and silks	Unknown	1	Inward cargo; put in for supplies.		Cleared: 13 ships, 11 barks, 2 brigs—26.

	7	Calcutta	3	do	7	Rice, hides, linseed, saltpetre, indigo, jute, gunnies, &c.	do	7	Inward cargo; put in for supplies.		Agg'te tonnage entered: 15,810 and 82-95.
			3	Boston							
			1	Hamburg							
	1	Bombay	1	Liverpool	1	Cotton and linseed	do	1	Inward cargo; put in for supplies.		
	1	Singapore	1	do	1	Pepper, sage, flour, sapan wood.	do	1	Inward cargo; put in for supplies.		
	2	Ceylon	1	New York	2	Coffee, cocoanut oil, coir, &c.	do	2	Inward cargo; put in for supplies.		
			1	London							
	1	Talcahuano	1	Whaling	1	Sperm and whale oil.	35,000 00	1	Inward cargo	35,000 00	
	1	St. Catharine's	1	do	1	do	24,000 00	1	do	24,000 00	
	1	Akyab	1	Falmouth	1	Rice	Unknown	1	do		
	2	Whaling	2	Whaling	2	Sperm and whale oil and whalebone.	49,000 00	2	do	49,000 00	
	1	Japan	1	London	1	Rags and silks	Unknown	1	do		
	3	Little Fish Bay	3	Whaling	3	Sperm and whale oil and whalebone, &c.	27,700 00	3	Part of inward cargo	27,000 00	
	1	Manilla	1	New York	1	Hemp, sugar, &c	Unknown	1	Inward cargo		
	26		26		26		135,700 00	26		216,000 00	
SIERRA LEONE, WEST AFRICA. *Henry Rider.*											
Quarter ended December 31, 1860.	2	Salem	1	In port	1	General cargo	17,000 00	1	In port		Entered: 2 barks, 3 brigs, and 2 schooners—7.
			1	Sold	1	do	8,500 00	1	Sold		Cleared: 1 brig, 1 schooner, and 1 sold—3, and 4 in port.
	1	Boston	1	In port	1	do	20,000 00	1	In port		Aggregate tonnage entered: 1,380 and 85-95.
	1	New York	1	New York	1	do	Not given	1	75 casks palm oil; 8,000 hides; 1,000 bags nuts.	17,000 00	
	1	Philadelphia	1	In port	1	do	do	1	In port		
	2	Bathurst	1	Boston	1	do	6,720 00	1	Palm oil and hides	12,000 00	
			1	In port	1	do	10,000 00	1	In port		
	7		7		7		62,220 00	7		29,000 00	
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CAPE TOWN, CAPE OF GOOD HOPE. *D. M. Huskins.*											
Quarter ended Decem-31, 1860.	2	In port	1	Boston	1	Before reported	.....	1	Wool, skins, &c.....	$39,657 00	Entered: 2 ships, 3 barks, and 1 schooner—6, and 2 in port.
			1	Calcutta.	1	.....do.....	.....	1	Ballast	.....	Cleared: 2 ships, 4 barks, and 1 schooner—7, and 1 in port.
	1	Boston	1	In port	1	Flour, lumber, tobacco, provisions, &c.	$38,247 00	1	In port	.....	Aggregate tonnage entered: 2,047 and 8-95.
	3	New York.....	1	Japan.	1	Tobacco, pitch, &c.....	320 00	1	Ballast	.....	
			1	Desolation	1	Lumber, beef, &c.....	7,380 00	1	Part of inward.	1,600 00	
			1	Sumatra.....	1	Flour, staves, coal, tobacco, beef, rosin, and assorted provisions.	27,704 00	1	Ballast	.....	
	2	Whaling	2	Whaling	2	1,440 barrels oil	22,250 00	2	Inward cargo; put in for water and supplies.	22,250 00	
	8	.....	8	.....	8	....	95,901 00	8	....	62,907 00	
Quarter ended March 31, 1861.	1	In port	1	Port Elizabeth...	1	Before reported	.....	1	General cargo	25,000 00	Entered: 4 ships, 3 barks, and 1 schooner—8, and 1 in port.
	1	New York	1	Hong Kong.....	1	Light	.....	1	Light.....	.....	Cleared: 4 ships, 3 barks, and 1 schooner—8, and 1 in port.
	1	Buenos Ayres....	1	Bengal	1	77 mules, &c.....	3,940 00	1	Ballast	.....	Aggregate tonnage entered: 5,913 and 65-95.
	1	Manilla.....	1	New York	1	General cargo.....	140,000 00	1	Inward cargo	140,000 00	
	1	Maulmein	1	Falmouth.	1	Timber	40,000 00	1	..... do.	40,000 00	
	1	Port Elizabeth...	1	Boston	1	General cargo	60,000 00	1	.....do.....	60,000 00	
	1	Penang...	1	...do.	1	Wool.....	95,000 00	1	.....do	95,000 00	
	2	Calcutta.....	1	London	2	General cargo, (rice, &c).....	189,780 00	1	.... .do.....	160,000 00	
			1	In port				1	In port	.....	
	9	.....	9	.....	9	.....	528,720 00	9	.....	520,000 00	
Quarter ended June 30, 1861.	1	In port	1	Boston	1	See former return.....	.....	1	Wool, sheep, and goat-skins, wine, &c.	84,641 00	Entered: 3 ships, 3 barks, 1 brig—7, and 1 in port.
	1	Boston	1	Not stated.....	1	Bread, pork, nails, tobacco, ploughs, fish, soap, hardware, cement, laths, staves, and lumber.	12,245 00	1	Wool, old copper, iron, composition, sheep, goat and calf-skins, hides, &c.	59,336 00	Cleared: 2 ships, 4 barks, 1 brig—7, and 1 in port.
											Agg'te tonnage entered: 4,561 and 46 95.

	1	New York.....	1	Vancouver's isl'd.	1	Timber, staves, laths, tobacco, and provisions.	9,445 00	1	Government buildings for Vancouver's island.	35,000 00	
	1	Baltimore	1	Ichaboe	1	Flour, tobacco, corn, rye, barley, lumber, staves, and provisions.	23,775 00	1	Ballast	.....	
	1	Newport, Eng....	1	In port	1	Railway iron.....	.....	1	In port	....	
	1	Desolation island.	1	New London ...	1	Oil	36,000 00	1	Original cargo.....	36,000 00	
	1	Macao	1	Havana	1	550 Chinese coolies	.....	1	.....do.....	.....	
	1	Maulmein	1	Falmouth.....	1	Timber	30,000 00	1	.....do.....	30,000 00	
	8	.....	8	.....	8	.....	111,465 00	8	.....	244,977 00	
Quarter ended September 30, 1861.	1	In port	1	Maulmein	1	In last quarter	.....	1	Ballast	.....	Entered: 2 barks, 1 schooner—3, and 1 in port.
	2	New York.....	1	Sumatra.....	1	340 bundles laths, 50 cases tobacco, 12,934 pieces lumber, 2,775 bags oats, 40 barrels rosin, 100 barrels plaster, 24 bales hops and sundries.	10,701 00	1	..do.....	.....	Cleared: 1 ship, 2 barks, and 1 schooner—4.
			1	Hong Kong....	1	Put in for coals	.....	1	....do.....	.....	Agg'te tonnage entered: 1,423 and 39-95.
	1	California	1	Ascension island	1	695 bags wheat, $1,375; 12,845 bags flour, $17,610; 10,000 feet lumber, $250.	19,235 00	1	....do.....	.....	
	4	.....	4	.....	4	.....	29,936 00	4	....	.....	
PORT ELIZABETH. *Daniel M. Huckins.*											
Quarter ended December 31, 1860.	1	In port	1	Boston	1	Before reported	.....	1	Wool, goat and sheep skins, and old iron, &c.	73,085 00	Entered: 3 barks, and 1 in port.
	2	Boston	2	....do.	2	Flour, bread, rice, tobacco, molasses, assorted provisions, carriages, furniture, &c.	41,985 00	2	Wool, goat and sheep skins, old iron, &c.	174,770 00	Cleared: 3 barks, and 1 in port. Agg'te tonnage entered: 1,461.
	1	New York.....	1	In port	1	Flour, bread, rice, and assorted provisions.	20,935 00	1	In port	.....	
	4	.....	4	.....	4	... .	62,920 00	4	.....	274,855 00	
Quarter ended March 31, 1860.	1	In port	1	New York.....	1	Before reported	....	1	490 bales wool, 392 bales goat and sheep skins, whale oil, and whalebone.	83,855 00	Entered: 1 ship, 3 barks, 1 brig—5, and 1 in port.
	2	Boston	2	Boston	2	Flour, tobacco, rice, sugar, molasses, assorted provisions, hardware, furniture, &c.	57,428 00	2	1,498 bales wool, and goat and sheep skins.	133,545 00	Cleared: 4 barks, 1 brig—5, and 1 wrecked. Agg'te tonnage entered: 1,954.
	1	Nantucket.....	1	Wrecked	1	Oil and whalebone.....	11,935 00	1	Wrecked	....	
	1	Baltimore	1	Baltimore	1	Flour, tobacco, and provisions.	14,667 00	1	372 bales wool	29,600 00	
	1	Cape Town.....	1	Cape Town and Boston.	1	Cargo for Boston.....	.....	1	1,100 bales wool	97,280 00	
	6	.....	6	.....	6	.....	84,030 00	6	.....	344,280 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PORT ELIZABETH.											
Daniel M. Huckins.											
Quarter ended June 30, 1861.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	1	Boston	1	In port	1	Flour, tobacco, cordage, sugar, molasses, pork, and assorted provisions.	$35,315 00	1	In port	.....	Entered and in port, 1 ship, 749 tons.
BATHURST, WEST AFRICA.											
Daniel R. B. Upton.											
Quarter ended December 31, 1860.	1	Bissao	1	New York.	1	Hides, 1,100	1,800 00	1	Hides, 2,600; groundnuts, 3,319 bushels.	$7,472 80	Entered: 2 barks and 3 sch'rs—5.
	3	New York.....	2	... do..	2	Tobacco, 105 hhds.; rum, 608 bbls.; cotton goods, 19 bales; powder, 1,720 kegs.	36,000 00	1	Hides, 5,126; groundnuts, 2,700 bushels.	7,500 00	Cleared: 1 bark and 3 sch'rs—4, and 1 in port.
								1	In port	.....	Agg'te tonnage entered: 1,273.
			1	Gari.....	1	Tobacco, 41 hhds.; rum, 240 bbls.; cotton goods, 40 bales; bread, 20 bbls.	16,000 00	1	Part of inward....	15,000 00	
	1	Cape de Verd Is'd	1	New York.....	1	Whale oil, 150 bbls	7,000 00	1	Inward cargo.....	7,000 00	
	5	.....	5	....	5	....	60,800 00	5	.....	36,972 80	
Quarter ended March 31, 1861.	1	In port	1	New York.....	1	Before reported.....	.....	1	Hides, 26,488	27,307 00	Entered: 1 bark, 2 brigs, and 1 schooner—4, and 1 in port.
	1	Boston	1	Boston	1	Tobacco, 50 hhds.; rum, 300 bbls.; bread, 100 bbls.	17,000 00	1	Groundnuts, 10,000 bushels; hides, 357.	5,410 00	Cleared: 2 barks, 2 brigs, and 1 schooner—5.
	2	New York.....	1	Sierra Leone	1	Tobacco, 16 hhds.; rum, 650 pkgs.; powder, 20 kegs.	25,000 00	1	Inward cargo	25,000 00	Agg'te tonnage entered: 838.
			1	Bissao.....	1	Tobacco, 21 hhds.; rum, 200 bbls.; bread, 20 bbls.	8,000 00	1	Ballast	....	
	1	Sierra Leone	1	Salem, Mass.....	1	Rum, 160 bbls.; nuts, 300 bkts.; hides, 9,400.	16,000 00	1	Hides, 9,400; groundnuts, 3,300 bushels.	12,000 00	
	5	.....	5	.....	5	....	66,000 00	5	.....	69,717 00	

Quarter ended June 30, 1861.	2	Cadiz	1	New York	1	Ballast		1	Groundnuts, 10,850 bushels, and ivory.	7,600 00	Entered: 2 barks, 1 brig, and 1 schooner.
			1	In port	1	do		1	In port		Cleared: 2 barks and 1 schooner, and 1 in port.
	1	Fernando Po	1	Philadelphia	1	do		1	Groundnuts, 13,609 bushels	9,000 00	
	1	Leeward	1	New York	1	Groundnuts, 5,751 bushels	2,875 00	1	Groundnuts, 7,000 bushels	3,500 00	Agg'te tonnage entered: 959.
	4		4		4		2,875 00	4		20,100 00	
Quarter ended September 30, 1861.		No return									No return.
MAURITIUS, PORT LOUIS. *Geo. H. Fairfield.*											
Quarter ended December 31, 1860.	6	In port	1	In port	1	Before reported		1	In port		Entered: 7 ships and 9 barks—16, and 6 in port.
			3	Calcutta	3	do		3	Inward cargo		Cleared: 6 ships and 9 barks—15, and 7 in port.
			2	Cruising	2	do		2	Ballast		
	2	Boston	1	In port	1	Sundries	35,000 00	1	In port		Agg'te tonnage entered: 7,261.
			1	Calcutta	1	do	30,000 00	1	Ballast		1 U. S. ship entered and cleared.
	2	Callao	2	In port	2	Guano	200,000 00	2	In port		
	1	Cardiff	1	do	1	Coal, (put in leaky)		1	do		
	1	Manilla	1	do	1	(Put in for repairs)		1	do		
	1	Bourbon	1	do	1	Ballast		1	do		
		Cape of G. Hope, (U. S. ship.)		Ceylon, (U. S. ship.)		do			Ballast		
	9	Cruising	9	Cruising	9	Oil		9	Inward cargo		
	22		22		22		265,000 00	22			
Quarter ended March 31, 1861.	7	In port	1	Cruising	1	Before reported		1	Ballast		Entered: 4 ships, 2 barks, and 1 schooner—7, and 7 in port.
			1	In port	1	do		1	In port		Cleared: 6 ships and 4 barks—10, and 4 in port.
			1	Rangoon	1	do		1	Coal and ballast		
			1	New York	1	do		1	Ballast		Agg'te tonnage entered: 4,179.
			3	Calcutta	3	do		3	Inward cargo and ballast		
	1	Boston	1	New Holland	1	General cargo	15,000 00	1	Part of inward	10,000 00	
	1	Melbourne	1	Melbourne	1	Oats and tallow	12,000 00	1	Ballast		
	2	Cruising	2	In port	2	Oil		2	In port		
	3	Calcutta	2	Calcutta	2	Grain, &c	180,000 00	2	Ballast		
			1	In port	1	(Goods for London)		1	In port		
	14		14		14		207,000 00	14		10,000 00	
Quarter ended June 30, 1861.	4	In port	1	London	1	In last return		1	Original cargo		Entered: 9 ships, 5 barks—14, and 4 in port.
			2	Cruising	2	do		2	do		Cleared: 8 ships, 6 barks—14; 2 sold, and 2 in port.
			1	Sold	1	do		1	Sold		
	1	Boston	1	Melbourne	1	Sundries		1	Sugar, 720,000 lbs	$48,000 00	Agg'te tonnage entered: 8,956.
	1	Callao	1	In port	1	Guano, 1,400 tons	$150,000 00	1	In port		
	1	London	1	Calcutta	1	Cargo in transitu		1	Inward cargo		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
MAURITIUS, PORT LOUIS.											
Geo. H. Fairfield.											
Quarter ended June 30, 1861—Continued.	2	Calcutta	2	Calcutta	2	Rice, 31,000 bags	$110,000 00	2	Ballast		
	1	Akyab	1	Falmouth	1	Rice, for England		1	Original cargo		
	1	Rombay	1	In port	1	Cotton and seeds		1	In port		
	7	Cruising	6	Cruising	6	Oil, 4,170 barrels		6	Original cargo		
			1	Sold	1	Oil, 300 barrels	18,000 00	1	Sold		
	18		18		18		278,000 00	18		$48,000 00	
Quarter ended September 30, 1861.	2	In port	1	Calcutta	1	In last return		1	Ballast		Entered: 1 steamer, 8 ships, 5 barks—14, and 2 in port. Cleared: 1 steamer, 8 ships, 4 barks—12, and 3 in port. Agg'te tonnage entered: 5,696.
			1	In port	1	do		1	In port		
	1	Boston	1	Point de Galle	1	Provisions, &c	35,000 00	1	Ballast		
	1	New York	1	China	1	Not reported		1	Not reported		
	2	Calcutta	2	Calcutta	2	21,339 bags grain	83,900 00	2	Ballast		
	10	Cruising	8	Cruising	10	Oil, product of fishing		8	Inward cargo		
			2	In port				2	In port		
	16		16		16		118,000 00	16			
BOMBAY, (BENGAL.)											
G. W. Healy.											
Quarter ended December 31, 1860.	1	In port	1	New York	1	Before reported		1	Seeds and wool	100,000 00	Entered: 9 ships, 1 bark—10, and 1 in port. Cleared: 4 ships, 1 bark—5, and 6 in port. Agg'te tonnage entered: 12,823.
	4	Hong Kong	1	Liverpool	1	General cargo	30,000 00	1	Seeds and cotton	400,000 00	
			3	In port	3	do		3	In port		
	1	Boston	1	Hong Kong	1	do	75,000 00	1	Cotton, &c	45,000 00	
	1	London	1	In port	1	Railroad materials	86,480 00	1	In port		
	1	Hull	1	Calcutta	1	Coal, &c		1	General cargo	45,000 00	
	1	Aden	1	Liverpool	1	Ballast		1	Cotton, &c	400,000 00	
	1	Rangoon	1	In port	1	Timber	98,000 00	1	In port		
	1	Peiho	1	do	1	Army outfit	3,500 00	1	do		
	11		11		11		292,980 00	11		990,000 00	

Quarter ended March 31, 1861.	6	In port	6	Not stated	6	In last return		6	Not stated		Entered: 10 ships, 1 bark, 1 schooner, and 6 in port.
	2	Boston	1	Calcutta	1	Ice, lumber, &c	Not given	1	General cargo	Not given	Cleared: 12 ships, 1 bark, 1 schooner, and 4 in port.
			1	Calcutta, *via* Kurrachee.	1	General merchandise	do.	1	Tobacco, soap, &c.	do.	
	1	Hong Kong	1	Hull	1	Government stores		1	Seeds		Agg'te tonnage entered: 8,801 and 22-95.
	1	Singapore	1	In port	1	General merchandise		1	In port		
	1	Sidney	1	Boston	1	Coal, &c		1	Seeds, hides, skins, &c.		
	1	Zanzibar	1	China	1	Not stated		1	Cotton, soap, and wax candles		
	6	Calcutta	2	Calcutta	2	General merchandise		2	Salt and general cargo		
			1	Liverpool	1	do		1	Cotton, seeds, &c		
			3	In port	3	General merchandise and rice and gunnies.		3	In port		
	18		18		18			18			
Quarter ended June 30, 1861.	4	In port	2	Liverpool	2	In last return		2	Not reported		Entered: 5 ships and 2 barks—7, and 4 in port.
			1	Calcutta	1	do		1	do		Cleared: 7 ships and 2 barks—9, and 2 ships in port.
			1	In port	1	do		1	In port		
	3	Boston	1	New York	1	General merchandise	Not given	1	Seeds, wool, &c		Agg'te tonnage entered: 5,625.
			1	Calcutta	1	do		1	Salt		
			1	China	1	Lumber, soap, &c		1	General merchandise		
	4	Calcutta	1	Liverpool	1	General merchandise		1	Not reported		
			2	Calcutta	2	Rice, sugar, &c		2	General merchandise		
			1	In port	1	Not reported		1	In port		
	11		11		11			11			
Quarter ended September 30, 1861.		No return									No return.
CALCUTTA. *John E. Amory.*											
Quarter ended June 30, 1860.	7	In port	4	Boston	4	Reported in last return		4	Saltpetre, linseed, buffalo and cow hides; indigo, shellac, goat skins, gunny cloth, sugar, castor oil, and cocoa-nut oil, &c.		Entered: 26 ships, 1 bark—27, and 10 in port. Cleared: 23 ships, 1 bark—24, and 13 in port, exclusive of 2 ships returned for repairs.
			1	New York	1	do		1	Ditto, ditto, and matting, seersucker, &c.		Aggregate tonnage of 27 vessels entered: 22,376 66-95.
			1	Philadelphia	1	do		1	Ditto, ditto, and lac-dye, ginger, nux vomica, copper, &c.		
			1	London	1	do		1	Linseed, leaf tobacco, iron, tallow, rum, rags, cutch, turmeric, sugar, castor oil, jute, rice, &c.		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
John E. Amory.											
Quarter ended June 30, 1860—Continued.	3	In port	3	China	3	Reported in last return	.....	3	Opium, sheetings, cotton, and cotton piece goods; wine, brandy, tobacco, fish-maws, &c.	.....	
	3	Boston	3	Boston	3	100 bbls. tar, 100 bbls. pitch, 300 bbls. rosin, 500 bbls. spirits of turpentine, 200 bales cotton piece goods, 100 boxes tobacco, 91 casks copper, 9,317 pieces pine timber, boards, &c , 32 spars, 1,400 tons ice and sundries, and 75 tons ballast.	.....	3	Saltpetre, linseed, buffalo and cow hides; goat skins, gunny bags, and cloth; indigo, sheep skins, shellac, lac-dye, hide cuttings, castor oil and seed, jute, &c.	.....	
	1	Rio de Janeiro...	1	....do	1	Ballast	.....	1	Saltpetre, linseed, buffalo hides, goat skins, gunny bags, and cloth.	.....	
	6	London	1	....do.	1	56 casks zinc sheets, 324 kegs red lead, 3,129 pieces timber, 94 cases wine, and railroad iron.	.....	1	Saltpetre, linseed, indigo, goat skins, gunny cloth, &c.	.....	
			1	Philadelphia	1	250 tons railroad iron, 1,100 casks beer and sundries.	.....	1	Ditto, ditto, and lac-dye, cutch, nox vomica, and jute.	.....	
			2	London	2	2,700 casks beer, railroad iron, and sundries.	.....	2	Ditto, ditto, and sugar, cow hides, fishing rods, castor oil, &c.	.....	
			2	In port	2	1,337 tons railroad iron and sundry merchandise.	.....	2	In port	.....	
	5	Liverpool	1	New York.	1	60 tons coal and 920 bushels salt.	.....	1	Saltpetre, linseed, and gunny cloth.	.....	
			4	In port	4	1,900 tons railroad machinery, 3,721½ tons salt, 2 tons copper, and 90 tons sundries.	.....	4	In port	.....	

	4	Melbourne... ...	1	Boston	1	Ballast	.....	1	Saltpetre, linseed, goat skins, buffalo and cow hides, shellac, lac-dye, gunny cloth, ginger, sheetings, whiskey, jute, castor oil, and rice.	.....	
			3	In port	3	....do.....	.....	3	In port.....	.....	
	7	Mauritius.....	1	China	1	....do.....	.....	1	Government account.....	.....	
			1	Boston	1	....do.....	.....	1	Saltpetre, linseed, buffalo and cow hides, goat skins, gunny cloth and bags, ginger, red wood, and lac-dye.	.....	
			1	New York.....	1	... do.....	.....	1	Ditto, ditto, and cutch, safflower, mats, and shawls,&c.		
			4	In port	1	Copper, bottles, &c.....	.....	4	In port.....	.....	
					3	Ballast	.....				
	1	Judda, *via* Malabar coast.	1	Bombay	1	Salt, pepper, and sundries	.....	1	Cotton, and silk and cotton piece goods, sugar, rice, beer, beads, flower oil, arrow root, and copper.	.....	
	2	Returned for repairs.	2	.....	2	.....	.....	2	.....	.....	
	39	.....	39	.....	39	.....	.....	39	.....	.....	
Quarter ended September 30, 1860.	15	In port..... ..	6	Boston	6	Reported last quarter.....	.....	6	Saltpetre, linseed, buffalo and cow hides; goat skins, gunny bags, and gunny cloth; ginger, shellac, lac-dye, indigo, turmeric, tobacco,&c.	.....	Entered: 21 ships, 3 barks—24, and 15 in port. Cleared: 20 ships, 1 bark—21, and 1 condemned and sold, and 17 in port.
			2	New York.....	2	....do.....	.....	2	Saltpetre, linseed, sugar, castor oil, cardamoms, &c.	.....	Agg'te tonnage entered: 19,883 and 25-95.
			1	Philadelphia.....	1	....do.....	.....	1	Original outward cargo, (reported last quarter.)	.....	
			1	Mobile	1	....do.....	.....	1	Gunny cloth	.....	
			1	New Orleans	1	....do.....	.....	1	Gunny cloth and gunny bags..	.....	
			1	Melbourne	1	... do.....	.....	1	Leaf tobacco, rum, and 15,000 gunny bags.	.....	
			1	Akyab	1	...do.....	.....	1	Rum, brandy, soda water, stationery, &c.	.....	
			1	China	1	....do.....	.....	1	Government account.....	.....	
			1	Condemned and sold.	1	....do	.....	1	(Sold at auction).....	.....	
	4	Boston	2	Boston	2	460 tons ice, 1,436 boxes tobacco, 749 cases turpentine, 149 cases clocks, 250 bbls. tar, 150 bbls. pitch, 600 bbls. rosin, 150 bbls. beef.	.....	2	Saltpetre, linseed, buffalo and cow hides; gunny bags and cloth; ginger and lac-dye.	.....	
			2	In port	2	1,822 tons ice and sundries....	.....	2	In port.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH VESSEL, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
John E. Amory.											
Quarter ended September 30, 1860—Cont'd.	1	San Francisco ...	1	In port	1	Ballast	.....	1	In port	.....	
	3	London	1	Boston	1	1,141 tons railroad materials...	.....	1	Saltpetre, linseed, cow hides, goat skins, gunny cloth, gunny bags, and sundries.	.....	
			2	In port	2	1,588 tons railroad iron, 150 hhds. beer and sundries.	.....	2	In port.....	.....	
	9	Liverpool.....	1	Boston	1	1,236 tons salt.....	.....	1	Saltpetre, linseed, buffalo and cow hides; goat skins, gunny bags and cloth, and lac-dye.	.....	
			1	Philadelphia.....	1	1,033 tons salt.....	.....	1	Ditto, ditto, and shellac and ginger.	.....	
			7	In port	7	2,853 tons railroad iron and machinery, 6,515 tons salt.	.....	7	In port	.....	
	1	Penang.....	1	In port	1	Assorted Straits' produce.....	.....	1	In port	.....	
	2	Mauritius.....	1	Boston	1	Ballast	.....	1	Saltpetre, linseed, jute, gunny cloth, and goat skins.	.....	
			1	New York.....	1	....do.....	.....	1	Saltpetre. linseed, jute, gunny cloth, and gunny bags.	.....	
	3	Melbourne.....	3	In port.....	1	30 tons copper, 65 horses, and ballast.	.....	3	In port.....	.....	
					2	Ballast	.....				
	1	Madras..... .	1	....do.	1	2,300 bls. cotton, 107 goat skins.	.....	1	....do.....	.....	
	39	.....	39	.....	39	.....	.....	39	.....	.....	
C. Huffnagle.											
Quarter ended December 31, 1860.	17	In port	7	Boston	7	Given in former return	.....	7	Saltpetre, 22,616 maunds; linseed, 93,311 maunds; cow-hides, 34,000; goat-skins, 62,478; buffalo hides, 5,380; twine, 500 bdls.; sugar, 5,905 maunds; jute, 3,463 mds.; gunny bags, 502,500; gunny cloth, 80,992 pcs	.....	Entered: 40 ships, 5 barks—45, and 17 in port. Cleared: 32 ships, 3 barks—35, and 27 in port. Agg'te tonnage entered: 39,714 and 9-95.

		2	New York.....	2	.....do.....	.....	2	Saltpetre, 8,175 maunds; linseed, 38,965 maunds; cow hides, 7,000; buffalo hides, 700; lac dye, 161 maunds; jute, 2,205 maunds; sheep skins, 1,000; fishing rods, 1,500 parcels; twine, 1,500 bdls.; gunny bags, 130,000; gunny cloth, 13,320 pieces; India-rubber, 24 maunds; nux vomica, 36 maunds; and sundries.	.....	[Calcutta (Engl'h factory) maund equal to 74 lbs. 10 oz. Bengal (Bezar) maund is 10 per cent. heavier.]
		1	Philadelphia.....	1	.....do.....	.....	1	Saltpetre, 5,460 maunds; linseed, 11,994 maunds; goat skins, 30,000; gunny bags, 25,000; gunny cloth, 4,788 pcs.; lac-dye, 329 mds.; indigo, 96 mds.; nux vomica, 116 maunds; cigars, 48,250.	....	
		1	Mobile	1	.....do.....	.....	1	Gunny bags, 19,000; gunny cloth, 23,313 pieces.	....	
		1	New Orleans	1	.....do.....	.....	1	Gunny bags, 4,000; gunny cloth, 24,172 pieces.	.....	
		1	Jamaica.....	1	.....do.....	.....	1	Gunny cloth, 10,440 pieces; rice, 1,364 maunds.	....	
		2	London	1	.....do.....	.....	2	Linseed, 14,696 maunds; cow hides, 24,200; buffalo hides, 438; rice, 22,606 maunds; jute, 15,783 maunds; turmeric, 1,000 maunds; ratans, 1,465 bdls.; wheat, 6,810 maunds; poppy seed, 1,754 bags; calf skins, 3,600; rape seed, 9,190 maunds; lac-dye, 31 cases and 120 bags; buffalo horns, 5,773.	.....	
		1	Hull.....	1	.....do.....	.....	1	Linseed, 16,124 maunds; cow hides, 16,730.	.....	
		1	Melbourne.....	1	.....do.....	.....	1	Grain, 2,722 maunds; gunny bags, 10,000; oats, 1,312 maunds; ale, 175 hhds.; castor oil, 151 maunds; rice, 9,528 maunds.	.....	
	1	Boston	1	Columbo	1	300 bbls. tar, 200 bbls. pitch, 500 bbls. rosin, 55 cases clocks, 106 bales cotton piece goods, 350 cases spirits turpentine, 50 bxs. tobacco, and 10,386 feet plank.	.....	1	23,000 gunny bags, 30 cases tobacco, 47,200 pieces gunny cloth, 10 bags long pepper, and sundries.	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
C. Huffnagle.											
Quarter ended December 31, 1860—Cont'd.	2	Boston	2	In port	2	717 tons ice, 250 bbls. tar, 115 bbls. pitch, 315 bbls. rosin, 100 bales cotton piece goods, 400 cases spirits turpentine, 205 pigs and 50 casks copper, and 100 bbls. flour.		2	In port		
	1	San Francisco	1	do	1	Ballast		1	do		
	5	London	5	do	5	4,524 tons railroad materials, and 3,423 tons iron and sleepers.		5	do		
	14	Liverpool	2	Boston	2	Railroad materials and 1,300 tons salt.		2	5,252 maunds saltpetre, 30,743 bags linseed, 600 cow hides, 10,170 buffalo hides, 39,000 goat skins, 19 maunds shellac, 309 chests lac-dye, 7 maunds indigo, 281,250 gunny bags, 24,840 pieces gunny cloth, 2,560 pieces red wood, 499 maunds turmeric, 8,152 maunds sugar, 1,192 maunds jute, 1,009 cases castor oil, 70 rolls matting, and 72 pieces shawls.		
			1	New York	1	984 tons salt		1	2,722 maunds saltpetre, 4,987 bags linseed, 62,500 gunny bags, 9,000 pieces gunny cloth, 1,312 maunds jute, and 50 cases castor oil.		
			1	Philadelphia	1	1,601 tons salt		1	4,809 maunds saltpetre, 15,188 cwt. linseed, 10,000 cow hides, 2,320 buffalo hides, 35,500 goat skins, 6,000 pcs. gunny cloth, 385 cwt. gin-		

								ger, 192 cases lac-dye, 200 bundles twine, 694 cwt. cutch, 12 bales safflower, 672 bales jute, and 300 cases castor oil.	
		1	New Orleans	1	1,729 tons salt.....	.....	1	199,500 gunny bags, 25,859 pieces gunny cloth, 52 pcs. seersucker.	.....
		9	In port	9	10,377 tons salt, 60 tons coal, 1,480 tons and 10 cases railroad materials; 76,656 cocoa-nuts, and 2,700 cocoa-nut shells.	.....	9	In port	.....
2	New Castle.....	2	....do.	2	1,672 tons coal...	.....	2	....do....	.....
3	Cape Town.....	1	New York.....	1	50 bbls. tar, 200 bbls. pitch, 300 bbls. rosin, 100 cases spirits turpentine, 75 bbls. beef and pork, 100,035 feet lumber.	.....	1	2,983 maunds saltpetre, 13,697 bags linseed, 13,200 cow hides, 143 bags ginger, 15,730 buffalo hides, 137,500 gunny bags, 2,005 maunds jute, 219 cases shellac, 19 bales wool, 1,554 cases castor oil, 500 bundles twine, 1,500 bamboo poles.	....
		1	China.	1	500 bbls. rosin, 30 bbls. flour, 325 bales cotton piece goods, 47 logs mahogany, 3 bags twine.	.....	1	3,243 mds. saltpetre, 10 cases soap, 4 cases hats, 1,562 maunds castor, 274 cases castor oil, 22,000 maunds rice, and sundries.	.....
		1	In port	1	Ballast	.....	1	In port	....
2	Penang.....	2	....do.	2	Assorted Straits' produce.....	.....	2	....do.....	.....
2	Bombay.	1	Boston	1	1,200 tons salt.....	.....	1	7,366 maunds saltpetre, 3,800 cwt. linseed, 13,700 cow hides, 6,900 buffalo hides, 14,500 goat skins, 14 bales wool, 368,750 gunny bags, 5,484 pieces gunny cloth, 197 cases shellac, 35 dozen brandy, 75 cases lac-dye, 82 maunds indigo, 2,500 parcels fishing rods, 100 bundles twine, 35 bales hide cuttings, 110 pieces seersucker, 10 bags nux vomica, 42 bales hemp, 600 bales jute, 350 cases castor oil.	.....
		1	In port	1	925 tons salt.	.....	1	In port	.....
	2 Melbourne.....	1	....do.	1	Horses and ballast.....	.....	1	...do.....	.....
		1	Bombay.	1	Ballast	.....	1	30,400 gunny bags, 11,794 mds. sugar, 6,868 maunds rice.	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
C. Huffnagle.											
Quarter ended December 30, 1860—Cont'd.	2	Singapore	1	London.	1	Assorted Straits' produce.....	.....	1	3,653 cow hides, 346 bales rags, 2,951 bales jute, 13,916 maunds rice, 446 bags poppy seed, 200 barrels rum, and sundries.	....	
			1	In port	1	Ballast	....	1	In port		
	1	Point de Galle ...	1	Bombay.....	1	99 bbls. tar, 90 bbls. pitch, 399 bbls. rosin, 140 cases spirits turpentine, 4,249 pcs. lumber.	.....	1	136,300 gunny bags, 24 cases beads, 13 bales piece goods, 28 bales raw silk, &c.	.....	
	1	Adelaide	1	Columbo.... ...	1	100 tons copper, 91 horses, and ballast.	.....	1	26,846 maunds rice, 200 bags sugar; seed, 25 bags; 45 bundles twine; brass and copper ware, 10 packages; 20 bags long pepper, &c.	.....	
	1	Mauritius.....	1	....do.	1	50 bbls. tar, 100 bbls. pitch, 350 barrels rosin, 50 casks copper, 16 cases clocks, &c.	.....	1	26,000 maunds rice, and sundries.	.....	
	1	Sydney....	1	In port	1	579 tons coals, and 1,500 ox hides.	.....	1	In port	.....	
	1	Madras	1	Boston	1	10,000 maunds salt.	....	1	2,743 maunds saltpetre, 2,794 bags linseed, 6,600 cow hides, 3,970 buffalo hides, 19,000 goat skins, 6,500 sheep skins, 61,500 gunny bags, 4,200 pieces gunny cloth, 254 bags ginger, 2,412 maunds jute, 36 chests lac-dye.	....	
	1	Whampoa.	1	....do.	1	Ballast	.....	1	4,711 maunds saltpetre, 16,836 bags linseed, 4,500 cow hides, 119,000 gunny bags, 8,172 pieces gunny cloth,	.....	

										4,745 maunds castor seed, 348 maunds turmeric, 400 cases castor oil	
	3	Callao	1	Rangoon	1	do		1	70 maunds saltpetre, 50 bbls. beef, 4 cases wine, 35,000 gunny bags, 63 maunds seed, 10 cases rose water, 900 maunds wheat, 8 cases tobacco, 103 maunds soap, 3 cases silk and cotton piece goods, &c.	
			1	Bombay	1	do		1	119,500 gunny bags, 14,046 maunds rice, 8,105 maunds sugar.	
			1	In port	1	do		1	In port	
	62		62		62			62		
Quarter ended Mar. 31, 1861.	7	In port	5	Boston	5	In last return		5	19,011 mds. saltpetre, 45,869 mds. linseed, 46,000 cow hides, 24,726 buffalo hides, 95,000 goat skins, 302,500 gunny bags, 39,648 pieces gunny cloth, 148 cases shellac, 455 cases castor oil, 2,650 parcels fishing rods, 1,066 bundles twine, 714 maunds indigo, 2,220 bales jute, 153 cases lac dye, 30 barrels pork, 99 bbls. beef, 5 packages copper, 100 bags ginger, 48 mds. plumbago, 3 cases American tobacco, 100 cases castor oil, &c.	Entered: 33 ships, 1 bark—34, and 27 in port. Cleared: 39 ships, 4 barks—43, and 1 sold, and 17 in port. Agg'te tonnage entered: 29,277 and 93-95.
			2	New York	2	do		2	15,311 mds. saltpetre, 9,663 maunds linseed, 23,200 cow hides, 13,820 buffalo hides, 42,029 goat skins, 24,852 pieces gunny cloth, 10 cases borax, 222 cases indigo, 208 bags nux vomica, 2,625 bales jute, 379 cases castor oil, 19,000 gunny bags, 489 sola hats, 657 bundles twine, 70 cases lac dye, 570 cases shellac.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
C. Huffnagle.											
Quarter ended Mar. 31, 1861—Continued.	20	In port	2	New Orleans	2	In last return	.....	2	39,450 pieces gunny cloth, 106,250 gunny bags, 40 mds. rice, 2 cases hats, 5 cases chintzes.	.....	
			7	London	7	.....do.....	.....	7	54,415 cwts. linseed, 1,487 cases indigo, 111,951 cow hides, 4,150 buffalo hides, 3,980 goat skins, 613 bales rags, 22,119 bls. jute, 48,844 mds. rice, 50 cases tallow, 204 cases lac dye, 1,347 cases castor oil, 25,000 buffalo horns, 6,752 gallons and 100 hhds. rum, 51 cases beeswax, 370 hhds. molasses, 4,415 bags cutch, 952 bags poppy seed, &c.	.....	
			2	Melbourne	2	.....do.....	.....	2	36 cwt. linseed, 981 mds. oats, 436 mds. paddy, 1,361 mds. grain, 1,361 mds. and 200 bags peas, 28,310 mds. rice, 2,000 bags sugar, 12,500 gunny bags, 117 bdls. coir rope, 10 cases shellac, 20 bales oakum, 50 cases castor oil, 30 cases curry powder, and sundries.	.....	
			4	Bombay.....	4	.....do.....	.....	4	635,525 gunny bags, 1,357 maunds indigo, 3,931 bags sugar, 85,882 maunds rice, 55 bags pepper, 68 bags cardamom, 2,100 hhds. porter, 20 boxes beads, 103 pkges. silk piece goods, &c.	.....	

		1	Mauritius	1	do		1	1,500 mds. wheat, 1,410 mds. wheat, 4,688 mds. oats, 250 bags betel nuts, 100 cases castor oil, 28,604 mds. rice.	
		2	China	2	do		2	1,293 maunds saltpetre, 1,017 bales cotton, 11 packages stationery, 93,650 maunds rice, &c.	
		1	Cape Town	1	do		1	1,500 maunds grain, 525 mds. oats, 26,000 gunny bags, 64 coils coir rope, 50 bags sugar, 8,600 maunds rice, 70 bundles coir mats, and sundries.	
		1	Sold	1	do		1	Sold	
4	Boston	1	Boston	1	497 tons ice and sundries		1	9,436 maunds saltpetre, 3,312 maunds linseed, 3,666 cow hides, 2,300 buffalo hides, 2,500 goat skins, 2,400 pcs. gunny cloth, 520 maunds indigo, 400 bags ginger, 5,204 sheep skins, 150 bundles twine, 2,170 maunds jute, 5,387 maunds kid skins, &c.	
		1	Singapore	1	General cargo		1	134 mds. saltpetre, 12,090 mds. rice, 42,650 pieces gunny cloth, 77,650 gunny bags, 1,900 mds. wheat, 200 mds. grain, 55 cases soap, 100 bales cotton, 56 cases copper ware, 4 cases piece goods, &c.	
		1	Madras	1	210 bbls. tar, 260 bbls. pitch, 415 bbls. rosin, 9,783 pieces board, 320 cases spirits turpentine.		1	1,600 mds. peas, 1,664 mds. wheat, 18,570 mds. rice, 83 cases wine, 32,450 gunny bags, 15 cases piece goods.	
		1	In port	1	130 bbls. pitch, 100 bbls. rosin, 3,430 pcs. boards, 475 cases spirits turpentine, 35 cases tobacco, 89 cases clocks, 235 pieces timber, 216 logs mahogany, &c.		1	In port	
1	London	1	China	1	1,600 tons railroad iron and sleepers.		1	2,335 maunds saltpetre, 400 maunds grain, 28,400 gunny bags, 20 hhds. rum, 469 bales cotton, 200 cases soap, 120 cases castor oil, 32,738 mds. rice, 2,902 maunds dholl, &c.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
C. Huffnagle.											
Quarter ended March 30, 1861—Continued.	8	Liverpool	1	Hamburg.....	1	1,462 tons salt.....	.....	1	3,729 maunds saltpetre, 22,155 maunds rice, 31,046 cow hides, 1,000 goat skins, 136 cases shellac, 1,000 parcels fish'g rods, 1,200 bags sugar, 350 cases castor oil, 1,500 calf skins, and sundries.	.....	
			2	Mauritius	2	1,600 tons salt and 1,629 tons coal.	.....	2	22 maunds saltpetre, 75,572 maunds rice, 3,400 maunds wheat, 2,372 maunds oats, 12 packages tobacco, 3,400 straw hats, 19 casks tallow, 1,165 blankets, 1,500 maunds dholl, and sundries.	.....	
			5	In port	5	4,722 tons salt, 1,000 tons coal, 1,150 tons railroad iron, 350 barrels rosin.	....	5	In port	.....	
	1	Sunderland.....	1	Boston	1	1,307 tons coal.....	.....	1	4,051 maunds saltpetre, 8,177 maunds linseed, 5,000 cow hides, 5,800 buffalo hides, 41,000 goat skins, 14,136 pieces gunny cloth, 27 cases shellac, 21 cases lac dye, 32 maunds indigo, 300 bags cutch, &c.	.....	
	1	Liberia.....	1	....do.	1	100 bbls. provisions and ballast	.....	1	4,075 maunds saltpetre, 12,301 maunds linseed, 1,500 cow hides, 7,420 buffalo hides, 50,000 goat skins, 13,320 pieces gunny cloth, 24 cases shellac, 164 maunds indigo, 350 cases castor oil, and sundries.	.....	

3	Kurrachee.....	1	Mauritius.....	1	870 tons salt	.....	1	600 maunds grain, 2,346 mds. dholl, 241 cases lard, 20 bags betel nuts, 6 cases piece goods, 2,600 maunds wheat, 5 packages tobacco, 17,574 maunds rice.	.....	
		2	In port	2	1,929 tons salt.....	.....	2	In port	.....	
9	Melbourne	1	Boston	1	Ballast	.....	1	5,436 maunds saltpetre, 10,681 maunds linseed, 3,000 cow hides, 4,919 buffalo hides, 8,808 pieces gunny cloth, 96 maunds indigo, 200 cases castor oil, and sundries.	.....	
		1	Sydney.....	1	....do.....	... .	1	32,666 maunds rice and 35,400 gunny bags.	.....	
		1	Bombay.....	1	....do.....	.....	1	589 cwt. saltpetre, 117,375 gunny bags, 1,987 hhds. porter, 15 bales broadcloth, 1,400 maunds rice, 15 cases silk piece goods.	....	
		1	China	1	.. do	.....	1	16,852 maunds rice and 400 maunds grain.	.....	
		3	Columbo	3	....do.....	.....	3	600 maunds grain, 71,600 gunny bags, 50 bags and 100 maunds peas, 21 bags long pepper, 67 bags putchuck, 22 packages copper ware, 5 cases borax, 100 bundles twine, 788 maunds sugar, 85,102 maunds rice, 3 bags arsenic, 33 barrels beef and pork, &c.	.....	
		2	In port	2	..do.....	.....	2	In port	.....	
	1	Ca——e.....	1	... do.	1	20,000 maunds salt, &c.....	.....	1	....do.....	.....	
	4	Mauritius.....	4	....do.	2	2,197 tons salt and 350 barrels rosin.	.....	4	....do.....	.....	
					2	Ballast	.....				
	1	Point de Galle ...	1	....do.	1	690 bales coir yarn and ballast.	.....	1	.. do.....	.....	
	1	Madras.....	1	....do.	1	950 tons ice, 545 bbls. apples, 30,000 feet lumber, and sundries.	.....	1	....do.....	.....	
	61	.....	61	.....	61	.....	.....	61	.....	.....	
Quarter ended June 30, 1861.	1	In port	1	Boston	1	Reported last quarter.....	....	1	5,557 cwt. saltpetre, 18,447 cwt. linseed, 10,120 buffalo hides, and sundries.	.....	Entered: 28 ships, 2 barks—30, and 17 in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
C. Huffnagle.											
Quarter ended June 30, 1861—Continued.	16	In port	3	New York.	3	Reported last quarter.....	.....	3	17,654 maunds saltpetre, 17,947 cwt. linseed, 32,184 pieces gunny cloth, 431 maunds indigo, 148 cwt. twine, 5,260 cwt. sugar, 7,424 bales jute, 1,896 maunds rice, 2,500 cow hides, 5,798 buffalo hides, 34,500 goat skins, 260,000 gunny bags, 125 chests shellac, 4 bales silk, &c.	.....	Cleared: 36 ships, 4 barks—40, 1 sold, and 16 in port. Agg'te tonnage entered: 22,781 and 35-95.
	3	London	3	....do.....	.....	3	18,932 maunds saltpetre, 90,563 cow hides, 35 chests shellac, 23 chests lac dye, 2,802 cwt. cutch, 4,212 cwt. sugar, 10,278 bales jute, 414 cases castor oil, 21,306 maunds rice, 507 cwt tallow, 181 buffalo hides 1,475 goat skins, 804 cwt. rags, 804 antelope skins, &c.	.....	
	1	Hamburg	1	....do.....	.....	1	56,171 cow hides, 604 cwt. shellac, 86 cwt. India-rubber, 58 maunds indigo, 906 cwt. cutch, 12,901 cwt. sugar, 8 cwt cotton, 200 cases castor oil.	.....	
	1	Melbourne.....	1	....do	.....	1	41 maunds grain, 7,500 gunny bags, 4,000 cwt. sugar, 14,972 maunds rice.	.....	
	1	Rangoon	1	....do.....	.....	1	114,000 gunny bags, 1,108 cwt. betel nuts, 2 hhds. castor oil, 40 maunds grain, 900 maunds	.....	

							wheat, 30 maunds peas, 218 cwt. sugar.	
		2	Bombay	2	do	1	198 cwt. saltpetre, 455,350 gunny bags, 527 hhds. porter, 14,298 cwt. sugar, 20,752 maunds rice, indigo, shellac, brass ware, tobacco, glass, beads, &c.	
		4	Columbo	4	do	4	112,510 maunds rice, 23 packages copper bars, 100 mds. grain, and 100 maunds peas, &c.	
		1	China	1	do	1	33,400 maunds rice	
3	Boston	1	Columbo	1	350 bbls. pitch, 650 bbls. rosin, 8,506 feet boards, 150 cases spirits of turpentine, 25 cases and 100 pieces cotton piece goods.	1	200 maunds grain, 100 maunds paddy, 10,000 gunny bags, 100 bales jute, 8 cwt. copper ware, 17,000 maunds rice, and 300 maunds wheat.	
		1	Boston	1	228 coils rope and ballast	1	5,685 maunds saltpetre, 4,836 cwt. linseed, 5,850 buffalo hides, 40,000 goat skins, 6,200 gunny bags, 8,052 pieces gunny cloth, 173 cwt. ginger, 77 chests shellac, 58 maunds indigo, 394 cwt. cutch, 210 cases castor oil.	
		1	In port	1	100 bbls. tar, 150 bbls. pitch, 75 bbls. rosin, 8,593 pieces boards, 10 bales cotton piece goods, 200 cases spirits of turpentine, 50 boxes tobacco, 21 casks copper, &c.	1	In port	
9	Liverpool	1	San Francisco	1	815 tons salt	1	25,000 gunny bags, 1,000 bundles ratans, 25,000 gunny pockets, 20,868 maunds rice and sundries.	
		8	In port	8	10,017 tons salt, 220 tons coal	8	In port	
1	Mauritius	1	New York	1	Ballast	1	11,369 maunds saltpetre, 1,783 cwt. linseed, 400 cow hides, 12,000 buffalo hides, 88,000 goat skins, 200,000 gunny bags, 2,736 pieces gunny cloth, 296 bbls. plumbago, 206 chests shellac, 3,000 parcels fishing rods, 100 bundles twine, 2,512 balls jute, 1,000 kid skins, 200 cases castor oil, &c.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
CALCUTTA.											
G. Huffnagle.											
Quarter ended June 30, 1861—Continued.	2	Mauritius.....	1	London	1	Ballast	.....	1	8,136 maunds saltpetre, 4,448 maunds linseed, 13,869 cow hides, 62 chests shellac, 200 maunds indigo, 960 cwt. turmeric, 7,291 cwt sugar, 2,000 bales jute, 1,064 mds. rice, 275 cases castor oil and sundries.	.....	
			1	In port	1	....do.....	.....	1	In port	.....	
	6	Melbourne.....	1	Boston	1	....do.....	.....	1	3,737 maunds saltpetre, 16,560 maunds linseed, 31,350 gunny bags, 7,260 pieces gunny cloth, 30 chests lac dye, 15 maunds indigo.	.....	
			1	Mauritius.....	1	....do.....	.....	1	2,874 maunds dholl, 7,074 maunds rice, 700 maunds wheat and sundries.	.....	
			1	Demarara	1	65 horses and ballast.....	.....	1	21,057 maunds rice	.....	
			3	In port	3	102 horses, 146 tons copper, and ballast.	.....	3	In port.	.....	
	2	Bombay	1	Boston	1	900 tons salt.....	.....	1	7,137 maunds saltpetre, 7,023 maunds linseed, 2,500 cow hides, 5,370 buffalo hides, 12,500 goat skins, 154,750 gunny bags, 600 pieces gunny cloth, 26 chests shellac, 54 maunds indigo, 1,616 bales jute, and sundries.	.....	
			1	China	1	400 tons salt.....	.....	1	2,277 cwt. cotton, 12 cwt. beeswax, and sundries.	.....	
	2	Coconada	1	Melbourne.....	1	1,000 tons cotton, &c.....	.....	1	5,990 cwt. sugar, 544 maunds peas, 20 cases castor oil, 15,848 maunds rice.	.....	

			1	Demarara	1	375 tons salt		1	9,000 maunds rice, 22 cwt. turmeric, 44 cwt. castor oil, 710 maunds dholl, 22 cwt. coriander seed, &c.		
	1	Kurrachee	1	Bombay	1	10,590 maunds salt		1	33,000 gunny bags, 68 bundles twine, 3,499 cwt. sugar, 1,390 maunds rice.		
	1	Maulmain	1	Sold	1	568 tons timber		1	Sold		
	1	Akyab	1	In port	1	1,650 tons rice		1	In port		
	1	Penang	1	do	1	Assorted straits produce		1	do		
	1	Cochin	1	do	1	700 tons salt		1	do		
	47		47		47			47			
AKYAB, ARACAN, BENGAL.											
James Bullock.											
Six months ended September 30, 1860.	3	Singapore	2	Falmouth	2	Ballast		2	Rice, 28,733 bags	$42,890 40	Entered: 6 ships.
			1	In port	1	do		1	In port		Cleared: 5 ships, and 1 in port.
	1	Melbourne	1	Falmouth	1	do		1	Rice, 8,642 bags	11,500 00	Agg'te tonnage entered: 4,735.
	1	Aden	1	do	1	do		1	Rice, 16,033 bags	21,677 04	
	1	Calcutta	1	do	1	General cargo	Unknown.	1	Rice, 11,300 bags	16,700 00	
	6		6		6			6		92,767 44	
Quarter ended December 31, 1860.		No arrivals									(No arrivals during this quarter, the vessel left in port sailed, but its destination is not reported.)
Quarter ended March 31, 1861.	5	Singapore	4	Falmouth	4	Ballast		4	Rice, 476,785 baskets	112,700 00	Entered: 7 ships.
			1	In port	1	do		1	In port		Cleared: 6 ships, and 1 in port.
	1	Madras	1	Falmouth	1	do		1	Rice, 163,086 baskets	38,180 00	Agg'te tonnage entered: 8,243.
	1	Melbourne	1	do	1	do		1	Rice, 129,500 baskets	30,820 00	
	7		7		7			7		181,700 00	
Quarter ended June 30, 1861.	1	Colombo	1	Falmouth	1	Ballast		1	Rice, 85,000 bushels	29,900 00	Entered and cleared: 1 ship, 936 tons.
Quarter ended September 30, 1861.		No return									No return
PENANG, OR PRINCE OF WALES ISLAND.											
Ch. Wells Cook.											
Quarter ended December 31, 1860.	1	Rangoon	1	Boston, *via* Singapore.	1	Flour, bread, grain, rice, cotton, cutch, lead, &c.	$19,735 00	1	Tin, tapioca, India-rubber	25,888 00	Entered and cleared: 4 ships and 1 bark.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PENANG, OR PRINCE OF WALES ISLAND.											
Ch. Wells Cook.											
Quarter ended December 31, 1860—Cont'd.	4	Singapore	2	New York.....	2	Gunnies, 15 bales	$980 00	2	Tin, sugar, mace, nutmegs, black pepper, cutch, tapioca, buffalo and cow hides, tortoise shell, ratans, ratan-chairs, &c.	$214,321 02	Agg'te tonnage entered: 3,966.
			1	Calcutta.....	1	Not stated.....	.....	1	Betel-nut, black pepper, tin, nutmegs, mace, lumber, &c.	13,487 50	
			1	Not stated.....	1	....do.....	.....	1	Tin, cutch, sugar, India-rubber, nutmegs, buffalo and cow hides, ratans, essential oil, &c.	113,623 35	
	5	.....	5	.....	5	....	20,715 00	5	.....	367,319 87	
Quarter ended March 31, 1861.	2	Singapore	1	Boston	1	Not stated.....	.....	1	Tin, India-rubber, cutch, mace, and hides.	73,130 50	Entered and cleared: 3 ships.
			1	New York.....	1	....do.....	.....	1	Pepper, nutmegs, mace, tin, rubber, and hides.	31,367 00	Agg'te tonnage entered: 1,868.
	1	Calcutta.....	1	Singapore	1	Rice, anise-seed, tineal, chalk, wine, twine, rope, gunnies, cotton yarn, copper and brass-ware, &c.	14,340 00	1	Rice, 2,000 bags.....	6,000 00	
	3	....	3	.....	3	.....	14,340 00	3	.....	110,497 50	
Quarter ended June 30, 1861.	1	Singapore	1	Calcutta.....	1	Wine, hardware, glassware, cloves, piece goods, and colored goods.	11,288 00	1	Betel-nut	1,225 00	Entered: 2 ships.
									Tin	26,060 00	Cleared: 1 ship, and 1 in port.
									Black pepper	440 00	Agg'te tonnage entered: 1,095.
	1	Bassein	1	In port	1	Not reported.....	.....	1	In port	....	
	2	.....	2	.....	2	....	11,288 00	2	.....	27,725 00	

Quarter ended September 30, 1861.	2	Singapore	1	Boston	1	Shirtings, woollens, wine, cheese, brandy, gin, hardware, and 4,000 Mexican dollars.	23,651 00	1	Rice, tapioca, maces, black pepper, cow and buffalo hides, &c.	6,838 41	Entered: 3 ships, 1 bark—4. Cleared: 2 ships, 1 bark—3, and 1 in port. Agg'te tonnage entered: 2,587.
			1	New York.....	1	Not stated.....	.....	1	Tin, black pepper, mace, nutmegs, cow and buffalo hides, gum benjamin, wild cassia, India-rubber, &c.	76,237 74	
								1	Betel-nuts	1,774 37	
	1	Point de Galle ...	1	Singapore	1	Coir, rope, and sundries.. ..	10,015 00		Cutch	8,645 90	
									Black pepper	9,750 97	
	1	Bassein	1	In port	1	Not reported.....	.....	1	In port	.....	
	4	.....	4	.....	4	.....	33,666 00	4	.....	103,247 39	
SINGAPORE. *Alexander Hutchinson.* Quarter ended December 31, 1860.	4	In port	1	New York.....	1	Before reported	.....	1	Tin, gambier, sago flour, black pepper, sugar, tea, buffalo and cow hides, ratans, &c.	94,963 00	Entered: 17 ships, 3 barks—20, and 4 in port. Cleared: 17 ships, 3 barks—20, and 4 in port. Agg'te tonnage entered: 15,953.
			1	Liverpool	1	.....do.....	.....	1	Pearl sago, and sago flour, black and white pepper, ratans, coffee, sapan-wood, &c.	53,589 00	
			2	Calcutta.....	2	.....do.....	....	2	Rosin, tar, pitch, pepper, railway sleepers, &c.	3,395 00	
	1	New York	1	Hong Kong.....	1	Flour, oars, cotton, canvas, and salted provisions.	.....	1	Gambier, cotton, iron, medicine, sapan-wood, saltpetre, hides, &c.	9,070 00	
	1	Sunderland	1	New York, *via* Penang.	1	Coals, 1,070 tons.....	9,630 00	1	Tin, gambier, tea, &c....	60,339 00	
	7	Hong Kong.... .	1	Siam.....	1	Tea, copper, &c.	... .	1	Flour, cotton, lead.	35,087 00	
									Pepper, nutmegs, ratans, &c.	Unknown.	
			1	Boston, *via* Penang.	1	Ballast	.....	1	Pepper, rubber, sugar, &c.....	50,750 00	
			1	London.	1	....do.....	....	1	Gambier, gutta-percha, rubber, black and white pepper, coffee, sugar, sapan-wood, ratans, buffalo and cow hides, nutmegs, mace, &c.	144,323 00	
			3	Bombay.	3	....do.....	.....	3	Tin, tobacco, nutmegs, mace, ratans, sapan-wood, &c.	9,833 00	
			1	Rio de Janeiro...	1	....do.....	.....	1	393 cases merchandise	Unknown.	
	2	Melbourne.....	1	Dalhousie.	1	....do.....	.....	1	Rupees, 217,000.....	93,000 00	
									Ratans	1,656 00	
			1	Calcutta.....	1	....do.....	.....	1	Not reported.....	.....	
	2	Penang.	1	Boston	1	....do.....	.....	1	Tin, tea, coffee, gambier, ratans, sago.	77,575 00	
			1	In port	1	....do...	....	1	In port	....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
SINGAPORE.											
Alexander Hutchinson.											
Quarter ended December 31, 1860—Cont'd.	3	Batavia.	1	New York, *via* Penang.	1	Ballast.....	.....	1	Gambier, pearl sago, black pepper, ratans, cubebs.	$6,029 00	
			1	Penang.....	1	....do.....	.....	1	Gambier and tea.	4,054 00	
			1	In port	1	...do.....	.....	1	In port	.....	
	1	Sydney.....	1	New York, *via* Penang.	1	....do.....	.....	1	Tin, gambier, pearl sago, sago flour, black pepper, coffee, nutmegs, mace, &c.	38,310 00	
	1	Bangkok	1	In port	1	....do.....	.....	1	In port	.....	
	1	Shanghai	1	Akyab..	1	....do.....	.....	1	.....	.....	
	1	Cardiff	1	In port	1	... do.....	.....	1	In port	.....	
	24	.....	24	.....	24	.....	$9,630 00	24	.....	681,973 00	
Quarter ended March 31, 1861.	4	In port	1	Hong Kong.....	1	Before reported	.....	1	Ballast	.....	Entered: 1 steamer, 8 ships, 2 barks—11, and 4 in port.
			1	New York.....	1	.. do.....	.....	1	Tin, gambier, pepper, coffee, hides, cutch, sago, cubebs, tapioca.	84,616 00	Cleared: 1 steamer, 10 ships, 2 barks, 1 condemned and sold—14, and 1 in port
			1	Boston	1	....do.....	.....	1	Tin, tea, gambier, &c.... ...	26,986 00	Agg'te tonnage entered: 9,536.
			1	Amherst	1	...do.....	.....	1	Ballast	.....	
	1	New York.....	1	Hong Kong.....	1	Ballast	.....	1	....do	.....	
	3	Hong Kong	1	New York.....	1	....do.....	.....	1	Gambier, sapan-wood, buffalo and cow hides, ratans, and black pepper.	17,648 00	
			1	Akyab	1	.. do.....	.....	1	Sapan-wood.	631 00	
			1	Bassein	1	....do.....	.....	1	Ballast	.....	
	1	Bangkok	1	In port	1	...do.....	.....	1	Condemned and sold.....	.....	
	1	Amoy.	1	Java	1	...do.....	.....	1	Ballast	.....	
	1	Woosung:.....	1	Akyab	1	...do.....	.....	1	....do	.....	
	1	Mauritius.....	1	Liverpool.	1	....do.....	.....	1	Gambier, sago flour	21,671 00	
									Sapan-wood, ratans, &c.....	Unknown.	
	1	Swatow.	1	Bassein.	1	Sugar, flour, paper, umbrellas, joss-sticks, sago flour, vermacelli, &c.	$7,075 00	1	Ratans, 250 piculs.....	625 00	
									Rupees, 16,129.	3,584 22	

	2	Calcutta	1	Hong Kong	1	Ballast		1	Ballast		
			1	In port	1	Cotton, wheat, rice, gunnies, grain, soap, saltpetre, chalk, &c.	20,910 00	1	In port		
	15		15		15		27,985 00	15		155,761 22	
Quarter ended June 30, 1861.	1	In port	1	Penang	1	Already reported		1	103 piculs tin	3,987 00	Entered: 4 ships, 1 schooner, 3 barks—8, and 1 in port.
									105 bags sticklac	728 00	
									332 piculs hemp	Unknown.	Cleared: 1 ship, 1 schooner, 3 barks—5, and 4 in port.
									94 piculs copper wire	3,102 00	
									1,264 piculs copper coins	20,224 00	Agg'te tonnage entered: 5,745.
									78 piculs copper doits	1,248 00	
									214 piculs copper	6,634 00	
									35 piculs old copper	945 00	
									85 piculs brimstone	277 00	
									2,098 piculs black pepper	14,160 00	
									202 piculs long pepper	2,020 00	
									855 piculs sapan-wood	2,187 00	
									85 piculs dammar	680 00	
									188 piculs tanned hides	2,256 00	
									39 cases cigars	312 00	
									50,000 Manilla cigars	400 00	
									69 bales white twist	6,210 00	
									330 packages merchandise	6,600 00	
									3 cases merchandise	60 00	
									2,000 caps	Unknown.	
	2	Boston	1	Shanghae	1	Sarsaparilla, 38 dozen	304 00	1	357 bales Bombay cotton	12,138 00	
						Linseed oil, 15 cases	30 00		111 bales white twist	9,990 00	
						Glassware, 1 case	150 00		5 cases white shirtings	937 00	
						Cordage, 6,000 pounds	450 00		10 bales gray shirting	1,175 00	
						Ice, 250 tons	15,000 00		50 pieces gray shirting	150 00	
									100 pieces T R. cloth	290 00	
									220 pieces velvets	35 00	
									320 piculs black pepper	2,015 00	
									15½ piculs white pepper	155 00	
									258 piculs tin	6,424 00	
									500 piculs ratans	1,225 00	
									930 piculs railroad iron	2,092 00	
									300 piculs sapan-wood	765 00	
									4,200 piculs bean cakes	7,437 00	
									3 chests Benares' opium	2,850 00	
									Sundries	Unknown.	
			1	In port	1	Damaged drills	Unknown.	1	In port		
	1	Calcutta	1	Hong Kong	1	1,921 packages furniture	5,000 00	1	117 bags sugar	760 00	
						1,200 bags dholl	2,800 00		248 bales Bombay cotton	8,432 00	
						21,000 gunnies	1,470 00		98 piculs buffalo hides	710 00	
						Salt provisions and glassware	243 00		Sugar, sago, hogs, hides, &c.	1,008 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessel	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
SINGAPORE.											
Alexander Hutchinson.											
Quarter ended June 30,	1	Swan River.....	1	Hong Kong	1	Not reported.....	.....	1	Not reported.....	.....	
1861—Continued.	1	Batavia.....	1	In port	1	45,940 pounds hemp rope....	$3,440 00				
						18,967 pounds Manilla rope...	1,420 00				
						22,434 pounds yellow metal ..	4,536 00				
						374 gallons tar oil	2,244 00	1	In port	.....	
						1,014½ gallons bright varnish..	761 00				
						300 barrels pork	4,200 00				
						Sundries	.....				
	1	Cochin China....	1	In port	1	158 tons coal	790 00	1	In port	.....	
	1	Bombay.....	1	Hong Kong.....	1	Not reported.....	.....	1	Not reported.....	.....	
	1	Sarjon.....	1	In port	1	.....do	.....	1	In port	.....	
	9	.....	9	.....	9	.....	42,838 00	9	.....	130,618 00	
Quarter ended September 30, 1861.	4	In port	1	Boston	1	In last quarter	.....	1	Gambier..... 1,006 piculs.	$2,465 00	Entered: 1 steamer, 10 ships, 3 barks—14, and 4 in port.
									Pearl sago..... 101 piculs	283 00	
									Sago flour .. .. 100 piculs.	225 00	Cleared: 1 steamer, 11 ships, 4 barks—16, and 2 in port.
									Gutta-percha ... 127 piculs.	2,302 00	
									Ratans ..... 96 piculs.	216 00	Agg'te tonnage entered: 11,212.
									Tea ..... 500 boxes.	1,000 00	
			1	London	1	....do.....	.....	1	Gambier ..... 9,090 piculs	22,271 00	
									Buffalo horns... 255 piculs.	2,040 00	
									Tin ..... 966 piculs.	26,082 00	
									Black pepper ... 9,134 piculs.	54,804 00	
									White pepper... 591 piculs.	5,319 00	
									Gutta-percha ... 545 piculs.	15,260 00	
									Ebony ..... 1,000 piculs.	1,000 00	
									Buffalo hides.... 202 piculs.	1,616 00	
									Tapioca ..... 179 piculs.	1,074 00	
									Deer hides ..... 79 piculs.	711 00	
									Ratans ..... 1,225 piculs.	4,900 00	
									Cubebs..... .. 62 piculs.	1,612 00	

		1	Hong Kong	1	....do		1	Ratans	622 piculs.	2,177 00
								Brandy, 100 cases		225 00
								Sundries		
		1	Amherst, India	1	.. do		1	Ballast		
2	New York	1	Hong Kong	1	Ballast		1	....do		
		1	In port	1	...do		1	In port		
2	Hong Kong	1	Java	1	....do		1	Ballast		
		1	Rangoon	1	....do		1	...do		
1	Manilla	1	Bangkok	1	....do		1	....do		
1	Buenos Ayres	1	Macao	1	Not reported		1	Tin	26 piculs.	702 00
								Beche de mer	65 piculs.	1,300 00
								Black pepper	90 piculs.	540 00
								Rice, 1,929 bags &	2,010 piculs.	3,517 00
								Gunpowder	424 piculs.	5,242 00
								Ratans	1,454 piculs.	4,362 00
								Mats		240 00
								Birds' nests, cardamums, &c		553 00
4	Melbourne	1	New York	1	....do		1	Gambier	8,982 piculs.	21,736 00
								Sago flour	503 piculs.	1,107 00
								Sapan-wood	265 piculs.	530 00
								Ratans	1,194 piculs.	3,979 00
								Cutch	2,001 piculs.	7,003 00
								Camphor	99 piculs.	385 00
								Green peas	273 piculs.	816 00
								Rice	4,454 piculs.	17,181 00
								Guns, birds' nests, &c		
		1	Hong Kong	1	Ballast		1	Ballast		
		2	Bangkok	2	....do		1	6 cases merchandise		
							1	Ballast		
1	Penang	1	Penang	1	Betel-nuts, 1,423 piculs	2,134 00	1	Gambier	6,153 piculs.	15,075 00
					Cutch, 38 piculs	272 00		Pearl sago	294 piculs.	823 00
					Black pepper, 2,231 bags	Not given.		Sago flour	1,508 piculs.	3,343 00
								Black pepper	584 piculs.	3,504 00
								Sapan-wood	324 piculs.	815 00
								Ratans	858 piculs.	2,130 00
								Cassia lignea	11 piculs.	187 00
								Cutch	72 piculs.	624 00
1	Batavia	1	Bangkok	1	Gin, 197 boxes	788 00				
					Gin, 199 cases	796 00				
					Arrack, 50 leagers	350 00				
					Guilders, 30,000	11,111 00				
					Indigo, 90 piculs	630 00				
					Coffee, brandy, &c					

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
SINGAPORE.											
Alexander Hutchinson.											
Quarter ended September 30, 1861—Cont'd.	2	Batavia	1	Hong Kong	1	Gunpowder, 1,100 kegs Turpentine, 240 gallons Vinegar, 20 barrels Sundries	$12,100 00 360 00 100 00 Not given.	1	Ratans, rice, betel-nuts, gamboges, beche de mer, glassware, buffalo hides, birds' nests, fish fins, black and white pepper, mace, nutmegs, cloves, leather, shirtings, and sundries.	$22,616 00	
			1	In port	1	Coals, 1,309 tons	10,472 00	1	In port		
	18		18		18		39,113 00	18		274,182 00	
HONG KONG.											
James Keenan.											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.	25	In port	1	New York	1	Not reported		1	Not reported		Entered: 1 steamer, 17 ships, 7 barks, 3 brigs—28, and 25 in port.
			2	San Francisco	2	do		2	do		Cleared: 1 steamer, 39 ships, 10 barks, 3 brigs—53.
			1	Singapore	4	do		4	do		(2 United States ships entered and cleared.)
			6	Siam	6	do		6	do		Agg'te tonnage entered: 22,759.
			3	Macao	3	do		3	do		
			2	Whampoa	2	do		2	do		
			3	Calcutta	3	do		3	do		
			3	Manilla	3	do		3	do		
			1	Saigon	1	do		1	do		
	6	Boston	6	Siam	6	do		6	do		
	2	New York	2	Macao & Shanghae	2	do		2	do		
	2	San Francisco	2	Saigon	2	do		2	do		
	1	Cardiff	1	Shanghae	1	do		1	do		
	1	Calcutta	1	Siam	1	do		1	do		
	1	Amoy	1	Siam	1	do		1	do		

	1	Kanagawa	1	Shanghae	1	....do		1	....do		
	2	Shanghai	2	E. coast of Saigon.	2	....do		2	.. do		
	4	Whampoa	1	Calcutta	1	....do		1	....do		
			2	Siam	2	....do		2	....do		
			1	East coast	1	....do		1	....do		
	2	Peiho	1	Whampoa	1	....do		1	....do		
			1	San Francisco	1	....do		1	....do		
	1	Sydney, N. S. W.	1	Shanghai	1	....do		1	....do		
	1	Saigon	1	Whampoa	1	....do		1	....do		
	1	Tahiti	1	Siam	1	....do		1	....do		
	2	Chufoo	1	California	1	....do		1	....do		
			1	Manilla	1	...do		1	....do		
	1	East coast	1	East coast	1	....do		1	....do		
	53		53		53			53			
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.
MELBOURNE, AUSTRALIA *J. F. Maguire.* Quarter ended December 31, 1860.	4	Boston	4	Calcutta	4	Ice, lumber, and general merchandise, 5,800 tons.	340,000 00	4	Ballast		Entered: 28 ships, 7 barks—35. Cleared: 21 ships, 3 barks, 1 burnt in port—25, and 10 in port. Agg'te tonnage entered: 29,975.
	6	New York	1	Hong Kong	1	Lumber, &c. .... 900 tons.	71,000 00	1	... do		
			1	Callao	1	General mdse.... 1,100 tons.	76,000 00	1	....do		
			1	Not stated	1	Flour ..... 700 tons.	70,000 00	1	....do		
			3	In port	3	Flour & sundries. 4,650 tons.	264,000 00	3	In port		
	6	San Francisco	1	Otago	1	Grain..... 900 tons.	81,000 00	1	Ballast		
			1	India	1	Grain..... 1,400 tons.	100,000 00	1	....do		
			1	China	1	Grain..... 1,600 tons.	116,000 00	1	....do		
			1	Guam	1	Grain..... 400 tons	24,000 00	1	....do		
			2	In port	2	Flour and grain .. 1,100 tons.	66,000 00	2	In port		
	1	Chili	1	Calcutta	1	.....do..... 900 tons.	90,000 00	1	Ballast		
	8	London	1	Ceylon	1	General mdse.... 1,400 tons.	89,000 00	1	....do		
			1	Callao	1	Machinery..... 1,800 tons.	92,000 00	1	....do		
			1	India	1	General cargo.... 1,800 tons.	92,000 00	1	....do		
			1	Hong Kong	1	Machinery, &c... 1,700 tons.	89,000 00	1	... do		
			1	Calcutta	1	General cargo.... 1,600 tons.	82,000 00	1	....do		
			3	In port	3	....do..... 4,800 tons	284,000 00	3	In port		
	6	Liverpool	4	Callao	4	....do..... 6,450 tons.	376,000 00	4	Ballast		
			1	Mazatlan	1	....do..... 1,300 tons.	78,000 00	1	....do		
			1	(Burnt in port)	1	....do..... 1,900 tons.	94,000 00	1	(Burnt in port)		
	1	Plymouth, Eng	1	In port	1	....do..... 1,700 tons.	94,000 00	1	In port		
	1	Calcutta	1	...do	1	... do ....and rice. 750 tons.	72,000 00	1	....do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
MELBOURNE, AUSTRALIA.											
J. F. Maguire.											
Quarter ended December, 31, 1860—Cont'd.	2	Newcastle, Eng..	1	Newcastle	1	Coal..... 260 tons.	$2,450 00	1	Ballast	.....	
			1	Mauritius	1	Coal..... 250 tons.	3,000 00	1	....do.....	.....	
	35	.....	35	.....	35	.....	1,745,450 00	35	.....	.....	
Quarter ended March 31, 1861.	10	In port	10	Not reported.....	10	Before reported	.....	10	Not reported.	.....	Entered: 14 ships, 3 barks—17, and 10 in port.
	3	Boston	2	Calcutta.....	2	General cargo .. 2,400 tons.	154,000 00	2	Ballast	.....	
			1	In port	1	....do..... 850 tons.	77,000 00	1	In port	.....	Cleared: 19 ships, 6 barks—25, and 2 in port.
	6	New York.....	1	Baker's Island...	1	....do..... 800 tons.	72,000 00	1	Ballast	.....	
			1	Newcastle, N S W.	1	....do..... 1,100 tons.	74,000 00	1	....do.....	.....	Agg'te tonnage entered: 13,064.
			1	Rangoon	1	....do..... 1,000 tons.	60,000 00	1	....do.....	.....	
			1	Madras.....	1	....do..... 950 tons.	70,000 00	1	Horses	.....	
			1	Calcutta.....	1	....do..... 900 tons.	80,000 00	1	Ballast	.....	
			1	In port	1	....do..... 1,200 tons.	84,000 00	1	In port	.....	
	1	San Francisco ...	1	San Francisco...	1	Grain..... 800 tons.	70,000 00	1	Passengers	.....	
	3	London	1	London	1	General cargo.... 1,200 tons.	80,000 00	1	Hides, wool, &c., 950 tons....	$60,000 00	
			1	Calcutta.....	1	... do..... 2,000 tons.	165,000 00	1	100 horses	19,000 00	
			1	Point de Galle ...	1	....do..... 2,000 tons.	160,000 00	1	Ballast	.....	
	1	Liverpool.....	1	Callao.....	1	....do..... 2,000 tons.	160,000 00	1	....do.....	.....	
	1	Hong Kong.....	1	Guam.....	1	...do..... 800 tons.	60,000 00	1	...do.....	.....	
	1	Glasgow.....	1	Callao.....	1	....do..... 1,500 tons.	65,000 00	1	....do.....	.....	
	1	Calcutta.....	1	Calcutta.....	1	Eastern produce.. 1,100 tons.	91,000 00	1	85 horses	16,000 00	
	27	....	27	.....	27	.....	1,522,000 00	27	.....	95,000 00	
Quarter ended June 30, 1861.	2	In port	2	Not reported.....	2	Given last quarter.....	.....	2	Not reported.....	....	Entered: 10 ships, 5 barks—15, and 2 in port.
	3	Boston	1	Aujer	1	General cargo.... 600 tons.	55,000 00	1	Ballast	.....	
			1	Singapore	1	....do..... 850 tons.	68,000 00	1	....do.....	.....	Cleared: 8 ships, 3 barks—11, and 6 in port.
			1	In port	1	....do..... 900 tons.	60,000 00	1	In port	.....	
	3	New York.....	1	Sydney, N. S. W	1	....do..... 900 tons.	75,000 00	1	Part of original cargo.....	.....	Agg'te tonnage entered: 10,606.
			1	Baker's Island...	1	....do..... 800 tons.	56,000 00	1	Ballast	.....	

			1	In port	1	do.	1,150 tons.	70,000 00	1	In port			
	4	London	1	Valparaiso	1	do.	1,900 tons.	150,000 00	1	Ballast			
			1	Singapore	1	do.	1,800 tons.	120,000 00	1	do			
			1	Hong Kong	1	do.	2,700 tons.	195,000 00	1	do			
			1	In port	1	do.	1,850 tons.	119,000 00	1	In port			
	2	Calcutta	2	do.	2	Rice, sugar, &c.	1,850 tons.	95,900 00	2	do			
	1	Batavia	1	Batavia	1	Sugar, &c	780 tons.	30,000 00	1	Ballast			
	1	Port Louis	1	Newcastle, N S.W.	1	do.	500 tons.	26,000 00	1	do			
	1	Ilvilo	1	In port	1	do.	850 tons.	53,000 00	1	In port			
	17		17		17			1,172,900 00	17				
Quarter ended September 30, 1861.	6	In port	6	Not reported	6	Given last quarter			6	Not reported			Entered: 21 ships, 5 barks—26, and 6 in port.
	2	Boston	1	Baker's Island	1	General cargo	870 tons.	59,000 00	1	Ballast			Cleared: 15 ships, 4 barks—19; 1 sold and 12 in port.
			1	New Zealand	1	do	900 tons.	60,000 00	1	203 passengers			Agg'te tonnage entered: 18,827.
	6	New York	1	Anjier Point	1	do	1,180 tons.	68,500 00	1	Ballast			
			1	Batavia	1	do	820 tons.	57,000 00	1	do			
			1	New Zealand	1	do	1,380 tons.	73,000 00	1	320 passengers			
			3	In port	3	do	3,200 tons.	189,000 00	3	In port			
	8	London	1	Bombay	1	do	1,100 tons.	63,000 00	1	Ballast			
			1	Newcastle, N. S.W	1	do	1,300 tons.	72,000 00	1	Original cargo	72,000 00		
			1	Callo	1	do	1,500 tons.	81,000 00	1	Ballast			
			1	New Zealand	1	do	950 tons.	61,000 00	1	250 passengers			
			4	In port	4	do	6,900 tons.	485,000 00	4	In port			
	1	Liverpool	1	New Zealand	1	do	1,200 tons.	70,000 00	1	306 passengers			
	1	Adelaide	1	Sold	1	Wheat and bran	400 tons.	200,000 00	1	Sold			
	2	Manilla	1	Hong Kong	1	Sugar and sundries,	1,075 tons.	65,000 00	1	320 passengers and 6,708 oz. gold.	128,795 60		
			1	In port	1	Sugar, coffee, &c.,	1,900 tons.	87,000 00	1	In port			
	2	Calcutta	2	do.	2	Rice, sugar, &c...	1,480 tons.	97,000 00	2	do			
	1	Hong Kong	1	do.	1	Chow-chow	1,600 tons.	67,000 00	1	do			
	1	Columbo	1	New Zealand	1	Coffee, &c.	200 tons.	60,000 00	1	7 passengers and 200 tons general cargo.	19,000 00		
	1	Port Louis	1	do.	1	Sugar, &c	700 tons	45,000 00	1	210 passengers			
	1	Gottenburg	1	In port	1	Deals		53,000 00	1	In port			
	32		32		32			1,832,500 00	32		219,795 60		
SYDNEY, N. S. W. *Robert D. Merrill.*													
Quarter ended December 31, 1860.	5	In port	1	Shanghai	1				1	Coals and merchandise.	16,000 00		Entered: 4 ships, 6 barks, 2 schooner—12, and 5 in port.
			2	Callao	2				2	Ballast			Cleared: 5 ships, 2 barks, 1 schooner—8; 1 condemned, and 8 in port.
			1	Bombay	1				1	Coal, spirits, and general merchandise.	25,000 00		
			1	Manila	1				1	Ballast			
	1	New York	1	Batavia	1	General cargo and American produce.		42,000 00	1	Coal and merchandise	7,500 00		Agg'te tonnage entered: 5,264 and 9-95.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
SYDNEY, N. S. W.											
Robert D. Merrill.											
Quarter ended December 31, 1860—Cont'd.	1	New York.....	1	In port.....	1	General cargo and American produce.	$49,000 00	1	In port	.....	
	1	Chili	1	....do.	1	Flour	110,000 00	1	....do.....	....	
	2	San Francisco...	2	....do.	2	Flour, wheat, bran, &c.....	145,000 00	2	... do.....	.....	
	2	Manila	1	Manila	2	Sugar, cigars, cordage, &c....	307,000 00	2	....do.....	.....	
			1	In port.....							
	1	South Sea Islands	1	Tahita	1	South Sea Island produce	8,000 00	1	British and Australian manufacturers.	$10,000 00	
	2	Whaling	1	Condemned	1	Oil and bone.....	7,000 00	1	Condemned.....	.....	
			1	In port	1	Sperm oil, &c.....	22,000 00	1	In port	.....	
	1	China	1	China	1	Tea	183,285 00	1	Coal	6,000 00	
	1	Adelaide	1	In port	1	Wheat	5,400 00	1	In port	.....	
	17	....	17	.....	17	....	878,685 00	17	.....	64,500 00	
Quarter ended March 31, 1861.	8	In port	2	Manilla	2	In last quarter	.....	2	Ballast and coal.....	750 00	Entered: 6 ships, and 8 in port.
			1	Singapore	1	..... do	....	1	Coal.....	3,250 00	Cleared: 7 ships, 3 barks, 1 schooner—11, and 3 in port.
			1	San Francisco...	1	.....do.....	.....	1	Coal.....	2,970 00	
			1	Whaling voyage..	1	.....do.....	....	1	Inward cargo	....	Agg'te tonnage entered: 3,242 and 4-95.
			1	Shanghai	1	..... do.....	.....	1	Coal.....	3,000 00	
			1	South Sea Islands	1	.....do.....	....	1	General cargo.....	12,000 00	
			1	Melbourne	1	.....do.....	.....	1	As inward.....	.....	
	1	New York.....	1	In port.....	1	General cargo.....	35,000 00	1	In port	.....	
	1	Newcastle.....	1	Hong Kong.....	1	Coals..... .	1,500 00	1	....do.....	.....	
	3	Whaling	2	Whaling	2	Oil, whalebone, and stores ...	116,500 00	2	Inward cargoes	116,500 00	
			1	In port.....	1	..... do..... do.....	5,000 00	1	In port	.....	
	1	Upolu.....	1	Hampton Roads..	1	Guano.....	30,000 00	1	Inward cargo	30,000 00	
	14	.....	14	.....	14	....	188,000 00	14	.....	168,470 00	
Quarter ended June 30, 1861.	3	In port	1	Hong Kong	1	Reported before.....	.....	1	Coal	.....	Entered: 5 ships, 1 bark—6, and 3 in port.
			1	Sold	1	..... do.....	... .	1	Sold	.....	

			1	In port	1	do		1	In port		Cleared: 5 ships, 1 bark—6, and 1 sold, and 2 in port.
	1	New York	1	Hong Kong	1	General cargo American produce.	50,000 00	1	Coal	3,200 00	Agg'te tonnage entered: 3,497 and 64-95.
	1	Whaling	1	Whaling cruise	1	Oil, bone, &c	23,000 00	1	Inward cargo	23,000 00	
	2	Manila	1	Manila	1	Sugar, coffee, cordage, &c	125,000 00	1	Ballast		
			1	Batavia	1	do do	128,000 00	1	In port		
	2	Calcutta	1	Calcutta	1	General cargo India goods	195,000 00	1	Coal	4,000 00	
			1	New Castle	1	do do	82,500 00	1	Ballast		
	9		9		9		603,500 00	9		30,200 00	
Quarter ended September, 30, 1861.	2	In port	1	Batavia	1	Reported before		1	Coal	5,000 00	Entered: 7 ships, 2 barks, 1 brig—10, and 2 in port.
			1	Sold	1	do		1	Sold		Cleared: 4 ships, and 8 in port.
	1	New York	1	In port	1	General cargo	72,000 00	1	In port		Agg'te tonnage entered: 5,988 and 82 95.
	3	San Francisco	1	Hong Kong	1	Wheat, &c	64,000 00	1	Produce and gold	92,000 00	
			2	In port	2	do	40,000 00	2	In port		
	2	Puget Sound	2	do	2	Timber	87,000 00	2	do		
	2	Manilla	1	Hong Kong	1	Sugar, &c	130,000 00	1	Ballast		
			1	In port	1	do	300,000 00	1	In port		
	2	Whaling	2	Whaling cruise	2	Oil and bone	58,000 00	2	do		
	12		12		12		751,000 00	12		97,000 00	
NEW CASTLE, N. S. W. *G. Mitchell.*											
Quarter ended December 31, 1860.	2	In port	1	Calcutta	1	Before reported		1	Coal 630 tons	2,205 00	Entered: 3 ships, and 2 in port.
			1	Batavia	1	do		1	Coal 1,000 tons	3,500 00	Cleared: 5 ships.
	3	Melbourne	1	Melbourne	1	Ballast		1	Coal 220 tons.	770 00	Agg'te tonnage entered: 997 and 89-95.
			1	San Francisco	1	do		1	Coal 450 tons.	1,575 00	
			1	Calico (?)	1	do		1	Coal 690 tons.	2,415 00	
	5		5		5			5		10,465 00	
Quarter ended March 31, 1861.	2	Melbourne	2	San Francisco	2	Ballast		2	Coal 703 tons	2,812 00	Entered and cleared: 3 ships.
	1	Geelong	1	Sydney	1	do		1	Coal 260 tons.	1,040 00	Agg'te tonnage entered: 1,535 and 89-95.
	3		3		3			3		3,852 00	
Quarter ended June 30, 1861.		No returns									No returns.
Quarter ended September 30, 1861.	1	Melbourne	1	Guam	1	Railway materials	14,565 60	1	Ballast		Entered and cleared: 1 ship. Agg. tonnage entered: 801 49-95.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PORT ADELAIDE, AUSTRALIA. *J. W. Smith.*											
Quarter ended December 31, 1860.	1	In port	1	Not stated	1	Before reported		1	Wool, and copper ore	$200,000 00	Entered: 1 ship, 1 schooner, and 1 in port.
	1	Melbourne	1	Calcutta	1	Ballast		1	Horses and copper	50,000 00	Cleared: 2 ships and 1 schooner.
	1	Mauritius	1	Sydney	1	180 tons sugar		1	Flour		Agg'te tonnage entered: 1,116.
	3		3		3			3		250,000 00	
Quarter ended March 31, 1861.		No arrivals									No arrivals
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.	1	Not stated	1		1			1			Agg'te tonnage entered: 199.
BAY OF ISLANDS, N. Z. *G. H. Leavenworth.*											
Qutarter ended December 31, 1860.	5	New Bedford	1	New Bedford	1	85 bbls. sperm and 480 whale oil.		1	Inward cargo		Entered: 3 ships and 3 barks.
			3	Cruise	3	1,695 bbls. sperm and 65 whale oil, and 600 lbs. whalebone.		3	do		Cleared: 1 ship and 3 barks, and 2 in port.
			1	In port	1	1,050 sperm oil		1	In port		Agg'te tonnage entered: 1,943.
	1	Nantucket	1	Cruise	1	1,200 bbls. sperm oil		1	do		
	6		6		6			6			
Quarter ended March 31, 1861.	2	In port	2	Not reported	2	In last quarter.		2	Not reported		Entered: 18 ships, 14 barks—32, and 2 in port.
	30	Cruise	30	Cruise	30	23,055 bbls. sperm and 5,600 whale oil.		30	Inward cargoes		Cleared: 18 ships, 15 barks—33, and 1 in port.
	1	Singapore	1	Callao	1	375 Chinese coolies		1	375 Chinese coolies		Agg'te tonnage entered: 11,244 and 22-95.
	1	N. Bassa	1	Cruise	1	Light		1	In port		
	34		34		34			34			

Quarter ended June 30, 1861.	1	In port	1	Not stated	1	In last quarter		1	Not stated		Entered: 5 ships and 1 bark, and 1 in port.
	5	Cruise	5	Cruise	5	4,790 bbls. sperm and 1,600 whale oil.		5	Inward cargo		Cleared: 5 ships and 2 barks.
	1	Baker's Island	1	Hamburg	1	950 tons guano		1	do		Agg'te tonnage entered: 2,467.
	7		7		7			7			
Quarter ended September 30, 1861.	4	South Seas	2	New Bedford	2	4,850 bbls. sperm oil	$229,162 00	2	Inward cargo		Entered and cleared: 3 ships and 1 bark.
			2	South Seas	2	900 bbls. sperm and 1,800 bbls. whale oil	70,875 00	2	do		Agg'te tonnage entered: 1,465.
	4		4		4	7,550 bbls. sperm and whale oil.	300,037 00	4			NOTE.—Total amount of oil taken in the year ended September 30, 1861: 31,540 bbls. sperm, 8,630 bbls. whale; total, 40,170 bbls. Valued at $2,250,800.
MONTREAL. *Joshua R. Giddings.*											
Quarter ended December 31, 1860.		No return									No return
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.	1	Detroit	1	Liverpool	1	Lumber, butter, cheese		1	Inward cargo		Entered: 9 vessels, class not given.
	1	Ogdensburg	1	Eastport	1	Not reported		1	Not reported		Cleared: 6, and 3 in port.
	1	Newburyport	1	Liverpool	1	do		1	do		Agg'te tonnage entered: 7,846.
	1	Portland	1	do	1	do		1	Wheat, pease, flour, &c	34,271 00	
	5	Boston	2	do	5	do		2	do	242,639 00	
			3	In port				3	In port		
	9		9		9			9		276,910 00	
Quarter ended September 30, 1861.	3	In port	3	Liverpool	3	Not reported		3	5,995 bbls. flour	26,777 00	Entered: 6 vessels, class unknown, and 3 in port.
									42,248 bushels wheat	42,248 00	Cleared: 9 vessels, class unknown.
									2,552 bbls. oatmeal	10,208 00	Agg'te tonnage entered: 2,834.
									58,503 bbls. peas	43,828 00	
	1	Cleveland	1	Cleveland	1	10,000 bushels wheat	10,000 00	1	Ballast		
	1	Ogdensburg	1	New York	1	Ballast		1	do		
	1	Sydney, N. S., (Cape Breton.)	1	Detroit	1	300 tons coal	1,500 00	1	do		
	1	Liverpool	1	Liverpool	1	Ballast		1	1,400 bbls. flour	6,300 00	
									11,682 bushels wheat	11,682 00	
									1,227 bbls. oatmeal	4,908 00	
									306 bushels peas	230 00	
									1,875 pieces boards	1,000 00	
									340 pieces deals	150 00	
	1	Cadiz	1	Cleveland	1	do		1	Ballast		
	1	Not stated	1	Not stated	1	Not stated		1	Flour, wheat, peas, and oatmeal	61,618 00	
	9		9		9		11,500 00	9		208,949 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
QUEBEC.											
A. M. Cohen.											
Quarter ended December 31, 1860.	.....	No return.	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended Mar. 31, 1861.	.....	No return.	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	1	Boston	1	London	1	Ballast	.....	1	Deals	.....	Entered: 1 steamer, 10 ships—11.
	8	Liverpool.	3	....do.....	3	....do.....	.....	3	Deals.....	.....	Cleared: 1 steamer, 5 ships—6,
			1	Liverpool.....	1	....do.....	.....	1	Deals.....	.....	and 5 in port.
			4	In port	4	Coals and ballast.....	.....	4	In port.....	.....	Agg'te tonnage entered: 10,746.
	1	Bremen	1	....do.....	1	Ballast	.....	1	....do..	.....	[Tonnage of steamer not given.]
	1	Not stated.....	1	New York.....	1	....do.....	.....	1	Ballast	.....	
	11	.....	11	.....	11	.....	.....	11	.....	.....	
Quarter ended September 30, 1861.	5	In port	5	Not reported.....	5	In last quarter	.....	5	Not reported.....	.....	Entered: 28 ships and 5 in port
	1	New York.....	1	London	1	Ballast	.....	1	Deals.....	.....	Cleared: 33 ships.
	4	Montreal	2	Glasgow.....	2	Grain and ballast	.....	2	Grain and deals.....	.....	Agg'te tonnage entered: 26,146.
			2	Liverpool.....	2	Ballast	.....	2	Timber and deals.....	.....	[Tonnage of 3 ships not given.]
	2	London	2	London	2	....do.....	.....	2	Deals	.....	
	16	Liverpool	10	....do...	10	Coals and ballast.....	.....	10	Deals.....	.....	
			2	Liverpool.....	2	Ballast	.....	2	Timber and deals	.....	
			1	Bristol.....	1	...do.....	.....	1	Deals and staves.....	.....	
			2	King Road.....	2	....do..	.....	2	Deals.....	.....	
			1	Dalhousie.....	1	....do.....	.....	1	Timber and deals	.....	
	1	Bristol.....	1	Greenock.....	1	....do.....	.....	1	Deals.....	.....	
	2	Belfast	1	Belfast	1	....do.....	.....	1	Deals.....	.....	
			1	Greenock.....	1	....do.....	.....	1	Deals.....	.....	
	1	Glasgow.....	1	Glasgow.....	1	Pig iron.....	.....	1	Deals.....	.....	
	1	Bremen	1	London	1	Ballast	.....	1	Timber and deals	.....	
	33	.....	33	....	33	.....	.....	33	.....	.....	

ST. JOHN'S, (NEWFOUNDLAND.) *W. S. H. Newman.*											
Quarter ended December 31, 1860.	4	In port	4	Not stated	4	Flour, bricks, &c , *not* previously reported.	42,500 00	4	Fish and ballast	10,000 00	Entered: 1 steamer, 2 brigs, 1 schooner—4, and 4 in port.
	2	Boston	1	Boston	1	Pork and assorted provisions	10,000 00	1	Fish and oil	7,000 00	Cleared: 3 brigs, 4 schooners—7, and 1 in port.
			1	Pernambuco	1	Molasses, &c	12,000 00	1	Fish, &c	10,000 00	
	2	New York	1	Boston	1	Flour, &c	9,000 00	1	do	8,000 00	Agg'te tonnage entered: 800.
			1	Coasting	1	do	6,000 00	1	Yet in port		
	8		8		8		79,500 00	8		35,000 00	
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.	2	Grand Bank	2	Fishing	2	Not reported		2	Ballast		Entered: 1 ship, 1 bark, 2 brigs, and 16 schooners—20.
	3	Boston	2	Sydney	2	Flour, brick, &c	10,000 00	1	Ballast and in port		
			1	Fishing	1	Fishing implements		1	Ballast		Cleared: 1 ship, 1 bark, 2 brigs, 14 schooners—18, and 2 in port.
	13	New York	1	Sydney	1	Flour, &c.	9,000 00	1	do		
			12	Lingan, N. S.	12	Flour, pork, brick, &c	161,000 00	12	do		
	1	Liverpool	1	New Brunswick	1	Salt	2,000 00	1	do		Agg'te tonnage entered: 4,668.
	1	Cadiz	1	Montreal	1	do	700 00	1	In port		
	20		20		20		182,700 00	20			
Quarter ended September 30, 1861.	2	In port	2	Not stated	2	Reported before		2	Ballast		Entered: 1 steamer, 3 brigs, 23 schooners—27, and 2 in port.
	1	Camden	1	Camden	2	Flour, &c., 400 bbls	1,500 00	1	Salt, 200 bbls	100 00	
	1	Cadiz	1	Sydney	1	Salt	700 00	1	Ballast		Cleared: 1 steamer, 3 brigs, 25 schooners—29.
	1	Hamburg	1	Boston	1	Bread, 2,400 bbls	10,000 00	1	do		
	1	Halifax	1	Lingan	1	Lime, &c., 1,000 bbls	600 00	1	5 boats	200 00	Agg'te tonnage entered: 4,828.
	1	Grand Bank	1	Fishing cruise	1			1			
	1	Bangor	1	Coasting	1	Bricks	500 00	1			
	19	New York	1	Boston	1	Not stated		1	Ballast		
			4	Sydney	4	Flour, pork, and provisions, 5,900 bbls.	38,000 00	4	do		
			4	Pictou	4	Flour, pork, and provisions, 7,800 bbls.	54,000 00	4	do		
			5	Lingan	5	Flour, pork, and provisions, 7,600 bbls.	45,000 00	5	do		
			1	Barbadoes	1	Flour, pork, and provisions, 1,800 bbls.	12,000 00	1	Fish, 1,800 bbls	8,000 00	
			4	Cow Bay	4	Flour, pork, and provisions, 5,500 bbls.	35,000 00	4	Ballast		
	1	So. of Island	1	So. of Island	1	Fish, 700 bbls	3,000 00	1	do		
	1	Change Island	1	Boston	1	Fish, 500 bbls	5,000 00	1	Inward cargo	5,000 00	
	29		29		29		295,300 00	29		13,300 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY. CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
HALIFAX, NOVA SCOTIA.											
A. Pilsbury.											
Quarter ended December 31, 1860.	1	In port	1	New York	1	Salt		1	Ballast		Entered: 2 schooners, and 1 in port.
	1	Fishing Banks	1	Beverly, Mass.	1	Fish		1	Fish		Cleared: 1 ship and 2 schooners.
	1	Canada	1	Salem, Mass.	1	Lumber		1	Lumber		Aggregate tonnage entered: 858.
	3		3		3			3			
Quarter ended March 31, 1861.	1	Boston	1	Arichat, Cape Breton islands.	1	Fish		1	Ballast		Entered and cleared: 1 schooner. Aggregate tonnage entered: 82.
Quarter ended June 30, 1861.	2	Rockland	1	Rockland	1	Lime, 892 casks		1	Ballast		Entered: 5 ships, 21 schooners—26.
			1	Glace Bay	1	Lime, 800 casks		1	do		Cleared: 5 ships, 21 schooners—26.
	3	Gloucester	3	Gloucester	3	Fishing supplies		3	Fishing supplies and ballast		Agg'te tonnage entered: 7,952.
	1	Provincetown	1	Boston	1	Dry fish, 1,200 quintals		1	Salt		
	1	Providence	1	Provincetown	1	do		1	Salt		
	11	New York	1	Port Medway	1	Sundries		1	Ballast		
			5	Lingan	5	General cargo		5	do		
			3	Magle Island	3	Dry fish, 1,300 quintals		3	do		
			1	Fishing	1	General cargo		1	do		
			1	Cow Bay	1	do		1	do		
	1	Camden	1	Glace Bay	1	Lime, 850 casks		1	do		
	2	Fishing Bank	2	Fishing	2	Fishing supplies		2	do		
	5	Liverpool	3	St. John's, N. B.	5	General cargo		5	do		
			1	Portland							
			1	Saginaw							
	26		26		26			26			
Quarter ended September 30, 1861.	1	St. John's, N. B.	1	Sold	1	Deals		1	Sold		Entered: 1 steamer, 6 ships, 2 barks, 1 brig, 1 brigantine, 11 schooners—22.
	1	St. George's, N. B.	1	Boston	1	30,000 bricks	$120 00	1	Ballast		
	1	Vinalhaven, Me.	1	Not stated	1	Codfish	2,009 00	1	do		

	2	Camden, Me.....	2	Lingan, N. B	2	Lime.....	540 00	2	....do.....	.....	Cleared: 1 steamer, 4 ships, 1 bark, 1 brig, 10 schooners—17, and 1 (ship) sold, and 4 in port. Aggre'te tonnage entered: 7,074 and 73-95.
	1	Rockland.... ...	1	St. John's, N. B..	1	Lime, 600 bbls.; herrings, 400 barrels.	580 00	1	....do.....	.....	
	1	Bath	1	....do	1	Coal.....	.....	1	....do..	.....	
	1	Boston	1	Lingan, N. B	1	Lime.....	200 00	1	....do.....	.....	
	1	Rockport	1	Boston	1	Fish, 8,369 quintals	1,600 00	1	Fish, 724 bbls. and 340 quintals.	$2,000 00	
	1	Harwick	1	Not stated.....	1	Fish.....	.....	1	Fish	.....	
	1	Plymouth	1	Pictou.....	1	Coal.....	.....	1	Ballast	.....	
	1	Gloucester.....	1	Fishing cruise....	1	(Light).....	.....	1	(Light)	.....	
	1	Barnstable.....	1	In port	1	Flour, 550 barrels	3,300 00	1	In port	.....	
	1	Provincetown. ..	1	....do	1	1,200 quintals codfish, 400 gallons oil.	2,200 00	1	....do.....	.....	
	2	New York.....	2	Lingan	2	General cargo.....	.....	2	Ballast	.....	
	1	Ogdensburg.....	1	New York.....	1	Ballast	.....	1	....do.....	.....	
	2	Liverpool	1	....do	1	General cargo.....	.....	1	....do.....	.....	
			1	Liverpool.	1	..... do.....	.....	1	. ..do.....	.....	
	2	Newport, Wales..	2	In port	2	Coal, 1,770 tons.....	6,005 00	2	In port	.....	
	1	Not stated.....	1	New York.....	1	Coal	3,500 00	1	Ballast	.....	
	22	.....	22	.....	22	.....	20,045 00	22	.....	2,000 00	
PICTOU, N. S.											
B. H. Norton.											
Quarter ended December 31, 1860.	1	Newfoundland...	1	Pembroke	1	Ballast	.....	1	225 tons coal....	562 50	Entered and cleared: 1 brig and 2 schooners. Agg'te tonnage entered: 618.
	1	Boston	1	Somerset	1	....do.....	.....	1	255 tons coal.....	637 50	
	1	New Bedford	1	New Bedford	1	....do.....	.....	1	324 tons coal.....	810 00	
	3	.....	3	.....	3	.....	.....	3	804 tons	2,010 00	
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	1	Miramichi	1	Salem..... .	1	Lumber, 86,000 feet.....	688 00	1	Coal .. .. 174 tons.	435 50	Entered and cleared: 2 barks, 24 brigs, 43 schooners—69. Agg'te tonnage entered: 12,919.
	2	Pembroke	2	Pembroke	2	Ballast	.....	2	Coal ..... 345 tons	862 50	
	1	Eastport.....	1	Lynn....	1	....do.....	.....	1	Coal ..... 167 tons.	317 50	
	1	Dennysville.....	1	Pembroke	1	....do.....	.....	1	Coal ..... 180 tons.	450 00	
	1	Gouldsboro'	1	Boston	1	....do.....	.....	1	Coal ..... 400 tons.	1,000 00	
	1	Machias.....	1	Wareham	1	....do.	.....	1	Coal ..... 160 tons.	400 00	
	1	Ellsworth.....	1	New Haven	1	....do.....	.....	1	Coal ..... 315 tons.	787 50	
	1	Sedgwick	1	Boston	1	....do.....	.....	1	Coal .... 210 tons.	525 00	
	1	Belfast	1	Providence	1	....do.....	.....	1	Coal ..... 215 tons.	537 50	
	2	Rockland.....	1	Boston	1	....do.	.....	1	Coal .. .. 280 tons.	700 00	
			1	Rockland.....	1	Lime, 650 barrels	720 00	1	Coal ..... 126 tons.	315 00	
	1	Camden	1	Boston	1	Ballast	.....	1	Coal ..... 213 tons.	532 50	
	1	Cambridge.....	1	Dighton	1	....do.....	.....	1	Coal ..... 340 tons.	850 00	
	1	Thomaston	1	Salem..	1	....do.....	.....	1	Coal ..... 200 tons.	500 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PICTOU, N. S.											
B. H. Norton.											
Quarter ended June 30,	1	Deer Isle	1	Boston	1	Ballast		1	Coal 264 tons.	$660 00	
1861—Continued.	12	Portland	4	Providence	4	do		4	Coal 927 tons.	2,317 50	
			1	Bristol	1	do		1	Coal 234 tons.	585 00	
			1	Somerset	1	do		1	Coal 255 tons.	637 00	
			2	Boston	2	do		2	Coal 606 tons.	1,540 00	
			1	Salem	1	do		1	Coal 420 tons.	1,050 00	
			2	Portland	2	do		2	Coal 600 tons.	1,500 00	
			1	Pembroke	1	do		1	Coal 165 tons.	412 50	
	1	Harrington	1	Wareham	1	do		1	Coal 169 tons.	422 50	
	1	Saco	1	Salem	1	do		1	Coal 216 tons.	540 00	
	2	Newburyport	1	Boston	1	do		1	Coal 220 tons.	550 00	
			1	Dighton	1	do		1	Coal 348 tons.	870 00	
	1	Marblehead	1	Philadelphia	1	do		1	Freestone 207 tons.	1,035 00	
	3	Salem	1	Fall River	1	do		1	Coal 240 tons.	600 00	
			1	New Haven	1	do		1	Coal 334 tons.	847 00	
			1	Boston	1	do		1	Coal 171 tons.	427 50	
	15	Boston	5	Dighton	5	do		5	Coal 1,221 tons.	3,057 50	
			4	Providence	4	do		4	Coal 1,305 tons.	3,262 50	
			3	Boston	2	do		2	Coal 687 tons.	1,717 50	
					1	1,000 bushels corn	Not given.	1	Coal 327 tons.	817 50	
			2	Pembroke	2	Ballast		2	Coal 549 tons.	1,372 50	
			1	New Haven	1	do		1	Coal 303 tons.	757 50	
	1	New Bedford	1	Providence	1	do		1	Coal 218 tons.	547 50	
	7	Fall River	4	Fall River	3	do		4	Coal 1,222 tons.	3,055 00	
					1	20 barrels flour	$100 00				
			2	Wareham	2	Ballast		2	Coal 582 tons.	1,455 00	
			1	New Bedford	1	do		1	Coal 285 tons.	712 50	
	1	New York	1	Dighton	1	Assorted cargo	Not given.	1	Coal 156 tons.	390 00	
	1	Halifax	1	Calais	1	Ballast		1	Coal 130 tons.	325 00	
	2	St. George, N. B.	1	New Bedford	1	do		1	Coal 375 tons.	945 00	
			1	Boston	1	do		1	Coal 350 tons.	875 00	
	4	Prince Edward's Island.	1	Pembroke	1	do		1	Coal 93 tons.	233 50	
			1	Portland	1	do		1	Coal 225 tons.	562 50	

			1	Providence	1	do			1	Coal	225 tons.	562 50	
			1	Newport	1	700 bushels oats	280 00		1	Coal	108 tons.	270 00	
	2	Fishing	2	Fishing	2	Fish			2	Fish			
	69		69		69		1,788 00		69		17,062 tons.	43,125 50	
Quarter ended September 30, 1861.	1	Calais	1	Wareham	1	Ballast			1	Coal	165 tons.	412 50	Entered and cleared: 3 ships, 25 brigs, 64 schooners—92.
	6	Pembroke	6	Pembroke	6	do			6	Coal	983 tons.	2,457 50	
	2	Eastport	1	Boston	1	do			1	Coal	249 tons.	602 50	Agg'te tonnage entered: 18,227.
			1	Pembroke	1	do			1	Coal	177 tons.	442 50	
	1	Jonesport	1	Dighton	1	do			1	Coal	228 tons.	570 00	
	1	Addison	1	Wareham	1	do			1	Coal	162 tons.	404 00	
	3	Cherryfield	1	Dighton	1	do			1	Coal	300 tons.	650 00	
			1	Wareham	1	do			1	Coal	252 tons.	630 00	
			1	Providence	1	do			1	Coal	204 tons	510 00	
	1	Ellsworth	1	Boston	1	do			1	Coal	384 tons.	960 00	
	6	Sedgwick	3	Wareham	3	do			3	Coal	546 tons.	1,365 00	
			1	Boston	1	do			1	Coal	189 tons.	472 50	
			1	Portland	1	do			1	Coal	201 tons.	502 50	
			1	Providence	1	do			1	Coal	120 tons.	300 00	
	1	Belfast	1	Boston	1	do			1	Coal	435 tons.	1,087 50	
	3	Rockland	1	New London	1	do			1	Coal	216 tons.	540 00	
			1	Rockland	1	do			1	Coal	180 tons.	450 00	
			1	Lingan	1	400 barrels lime	500 00		1	Ballast			
	1	Nobleboro'	1	Dighton	1	Ballast			1	Coal	342 tons.	832 00	
	2	Thomaston	2	Boston	2	do			2	Coal	504 tons.	1,260 00	
	1	Harpswell	1	Portland	1	do			1	Coal	363 tons.	907 50	
	1	Deer Isle	1	Boston	1	do			1	Coal	240 tons	600 00	
	2	Portland	2	Portland	2	do			2	Coal	585 tons.	1,462 00	
	1	Gloucester	1	Fishing	1	do			1	Ballast			
	1	Lynn	1	Pembroke	1	do			1	Coal	108 tons.	270 00	
	7	Salem	4	Salem	4	do			4	Coal	1,230 tons.	3,025 50	
			1	Wareham	1	do			1	Coal	220 tons.	550 00	
			2	Boston	2	do			2	Coal	334 tons.	835 00	
	1	Charlestown	1	do	1	do			1	Coal	183 tons.	462 50	
	19	Boston	4	do	4	350 barrels flour	1,750 00		4	Coal	1,089 tons.	2,722 50	
			5	Wareham	4	Ballast			4	Coal	963 tons.	2,407 50	
					1	200 barrels flour	1,000 00		1	Coal	243 tons.	607 50	
			1	Dighton	1	do	1,000 00		1	Coal	303 tons.	757 50	
			1	New Haven	1	Ballast			1	Coal	315 tons.	787 50	
			1	Bridgeport	1	do			1	Coal	225 tons.	562 50	
			1	Newport	1	do			1	Coal	366 tons	915 00	
			1	do	1	do			1	Ballast			
			1	New York	1	do			1	Coal	360 tons.	887 00	
			4	Providence	4	do			4	Coal	1,014 tons.	2,535 00	
	4	Wareham	2	Fall River	2	do			2	Coal	701 tons.	1,752 50	
			1	Pembroke	1	do			1	Coal	177 tons.	441 50	
			1	Wareham	1	do			1	Coal	267 tons.	667 50	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PICTOU, N. S.											
B. H. Norton.											
Quarter ended September 30, 1861—Cont'd.	1	Wareham	1	Calais	1	Ballast		1	Coal 180 tons.	$450 00	
	3	Dighton	1	Somerset	1	do		1	Coal 360 tons.	900 00	
			1	Boston	1	do		1	Coal 210 tons.	525 00	
			1	Philadelphia	1	do		1	Freestone 180 tons.	1,080 00	
	2	New Bedford	1	Boston	1	do		1	Coal 384 tons.	960 50	
			1	Wareham	1	do		1	Coal 213 tons.	532 50	
	6	Fall River	4	Fall River	4	do		4	Coal 1,347 tons.	3,372 50	
			1	Wareham	1	do		1	Coal 291 tons.	727 50	
			1	Dighton	1	do		1	Coal 351 tons.	877 50	
	2	Providence	1	Providence	1	do		1	Coal 261 tons.	652 50	
			1	Sandwich	1	do		1	Coal 315 tons.	787 50	
	1	New York	1	Dighton	1	do		1	Coal 336 tons.	840 00	
	5	St. John's	3	Boston	3	do		3	Coal 660 tons.	1,650 00	
			1	Dighton	1	do		1	Coal 411 tons.	1,027 50	
			1	Providence	1	do		1	Coal 192 tons.	480 00	
	1	St. George	1	do	1	do		1	Coal 300 tons.	750 00	
	1	Sydney	1	Boston	1	do		1	Ballast		
	1	San Pierre	1	Bangor	1	do		1	Coal 180 tons.	450 00	
	1	Drogheda	1	Boston	1	do		1	Coal 228 tons.	570 00	
	1	Sligo	1	Miramichi	1	do		1	Ballast		
	2	Fishing	2	Fishing	2	do		2	do		
	92		92		92		$4,250 00	92	21,523 tons.	54,237 50	
ST. JOHN'S, N. B.											
C. Whitaker.											
Quarter ended December 31, 1860.	7	In port	2	Boston	2	Reported last quarter		2	Passengers and lumber	1,195 00	Entered: 18 steamers, 10 ships, 1 bark, 4 brigs, 15 schooners—48, and 7 in port.
			1	London	1	do do		1	Deals, paling, and lathwood	6,956 00	
			4	Liverpool	4	do do		4	Deals, paling, boards	20,602 00	
	8	Eastport	1	Eastport	1	100 tons iron ore	400 00	1	Ballast		Cleared: 19 steamers, 12 shps, 2 barks, 5 brigs, 15 schooners—53, and 2 in port.
			3	Boston	3	Ballast		3	Shingles, paling, laths, sawed lumber, and clapboards.	3,945 00	

			1	Providence	1	do		1	Sawed lumber	1,056 00	Agg'te tonnage entered: 23,998 and 30-95.
			1	Philadelphia	1	do		1	do	685 00	
			1	Baltimore	1	do		1	do	563 00	
			1	Cuba	1	do		1	do	3,500 00	
	3	Machias	2	Boston	2	do		2	do	2,675 00	
			1	In port	1	do		1	In port		
	5	Portland	1	Salem	1	do		1	Sawed lumber	725 00	
			1	Philadelphia	1	do		1	do	758 00	
			3	Liverpool	3	do		3	Deals, boards, paling, &c	20,130 00	
	2	Kennebunk	2	do	2	do		2	Deals, boards, paling	16,002 00	
	1	Portsmouth	1	Boston	1	do		1	Sawed lumber	2,031 00	
	27	Boston	20	do	18	Passengers		18	Passengers		
					2	Ballast		2	Deals and boards	3,720 00	
			4	Liverpool	4	do		4	Deals, boards, and paling	26,706 00	
			1	Cork	1	do		1	Deals, 501,000	4,010 00	
			1	British Channel	1	do		1	Deals and boards	3,940 00	
			1	In port	1	do		1	In port		
	1	Fall River, Mass.	1	Providence, R. I	1	do		1	Sawed lumber	2,979 00	
	1	Savannah	1	Philadelphia	1	17,560 feet Pitch pine lumber.	2,107 00	1	Paling, laths, handles	1,146 00	
	55		55		55		2,507 00	55		123,324 00	
Quarter ended Mar. 31, 1861.	2	In port	1	Savannah	1	Reported last quarter		1	151,650 feet boards	1,516 00	Entered: 8 steamers, 2 ships, 2 brigs, 6 schooners—18, and 2 in port.
			1	In port	1	do do		1	In port		
	1	Eastport	1	Philadelphia	1	Ballast		1	Laths	590 00	
	2	Machias	2	New York	2	do		2	do	1,292 00	Cleared: 7 steamers, 2 ships, 3 brigs, 4 schooners—16, and 4 in port.
	8	Portland	8	Portland	8	Passengers		8	Passengers, (1 in port)		
	6	Boston	2	Boston	2	Ballast		2	Pickled fish, boards, shooks	6,180 00	
			2	Penarth Roads	2	do		2	Deals, boards, and paling	15,954 00	Agg'te tonnage entered: 10,123 and 17-95.
			2	In port	2	do		2	In port		
	1	Savannah	1	Cuba	1	190,000 feet pitch pine	1,900 00	1	8,250 sugar-box shooks	3,712 00	
	20		20		20		1,900 00	20		29,244 00	
Quarter ended June 30, 1861.	4	In port	4	Boston	4	Reported before		4	Pickled fish, sawed lumber, and passengers.	6,928 00	Entered: 26 steamers, 53 ships 7 barks, 6 brigs, 28 schooners—120, and 4 in port.
	5	Eastport	1	Philadelphia	1	Coals	925 00	1	Sawed lumber	603 00	
			1	Cork	1	Ballast		1	Spruce deals	2,820 00	Cleared: 25 steamers, 38 ships, 6 barks, 7 brigs, 27 schooners—103, and 21 in port.
			1	Boston	1	88,750 feet pine lumber	1,100 00	1	Sawed lumber	1,960 00	
			2	Eastport	2	94,000 feet pine lumber	1,128 00	1	Ballast		
						Coal	1,250 00	1	do		Agg'te tonnage entered: 77,682 and 9-95.
	4	Machias	1	Machias	1	Ballast		1	Spruce deals	2,370 00	
			2		2	do		2	do	2,520 00	
			1	In port	1	do		1	In port		
	3	Bangor	1	London	1	do		1	Spruce deals	5,930 00	
			1	Bangor	1	do		1	Shingles	2,261 00	
			1	In port	1	do		1	Ballast		
	1	Belfast	1	Liverpool	1	do		1	Spruce deals	9,850 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
ST. JOHN'S, N. B.											
C. Whitaker.											
Quarter ended June 30, 1861—Continued.	2	Rockland	1	Rockland	1	General merchandise	$2,000 00	1	Ballast		
			1	In port	1	Ballast		1	In port		
	4	Bath	2	London	2	do.		2	Spruce deals	$18,940 00	
			1	Boston	1	do.		1	Ballast		
			1	Penarth Roads	1	do.		1	Spruce deals	5,725 00	
	1	Tremont	1	Dundalk	1	do.		1	do	1,780 00	
	3	Thomaston	1	London	1	do		1	do	7,980 00	
			1	Liverpool	1	do		1	do	6,945 00	
			1	In port	1	do		1	In port		
	3	Portland	2	Boston	2	Passengers		2	Passengers		
			1	New Bedford	1	Ballast		1	Sawed lumber	1,460 00	
	1	Newburyport	1	In port	1	do		1	In port		
	2	Salem	1	Salem	1	do		1	Sawed lumber	1,728 00	
			1	Providence	1	do		1	do	1,103 00	
	48	Boston	23	Boston	22	Passengers		22	Passengers		
					1	Ballast		1	Shingles	2,000 00	
			1	New York	1	do		1	Sawed lumber	675 00	
			1	London	1	do		1	Spruce deals	8,180 00	
			10	Liverpool	10	do		10	do	89,670 00	
			2	Cardiff	2	do		2	do	4,350 00	
			1	Grimsby, England	1	do		1	do	7,180 00	
			1	Denia, Spain	1	do		1	do	3,000 00	
			1	Demarara	1	do		1	Sawed lumber	1,850 00	
			1	Surinam	1	do		1	do	1,700 00	
			1	Valparaiso	1	do		1	do	15,552 00	
			6	In port	6	Ballast and passengers		6	In port		
	7	New York	1	Belfast	1	General merchandise	4,500 00	1	Ballast		
			1	Thomaston	1	do do.	6,800 00	1	do		
			1	Hillsboro'	1	do do.	3,750 00	1	do		
			1	Bristol	1	do do.	2,500 00	1	do		
			1	Yarmouth	1	Ballast		1	do		
			1	Penarth Roads	1	do		1	Spruce deals	4,350 00	
			1	Boston	1	Flour	6,500 00	1	Sawed lumber	1,480 00	

			1	Philadelphia.....	1	General merchandise	5,750 00	1	....do.....	680 00	
			1	Baltimore	1	Flour	9,000 00	1	....do.....	789 00	
			2	Liverpool	2	Ballast	.....	2	Deals.....	18,855 00	
			2	In port.....	2	....do.....	.....	2	In port	.....	
	3	Philadelphia	1	Philadelphia.....	1	Coal	925 00	1	Sawed lumber	653 00	
			1	New York.....	1	General merchandise.....	7,500 00	1	....do..... ..	154 00	
			1	Ireland.....	1	....do.....do.	6,420 00	1	Spruce deals.....	1,935 00	
	3	Savannah	1	New York.....	1	Hard pine lumber	900 00	1	Sawed lumber	1,000 00	
			1	Philadelphia. ...	1	110,000 feet lumber.....	1,320 00	1	....do.....	847 00	
			1	Liverpool.....	1	Ballast	.....	1	Spruce deals	6,510 00	
	1	New Orleans	1	London	1	....do.....	.....	1	....do.....	9,430 00	
	2	Halifax....	2	In port	2	....do.....	.....	2	In port	....	
	1	Montreal	1	....do.	1	....do..... ...	.....	1	....do.....	.....	
	17	Liverpool	6	London.	6	....do.....	.....	6	Spruce deals.....	52,810 00	
			3	Liverpool.	3	....do.....	.....	3	....do..	23,188 00	
			1	Grimsby.....	1	....do.....	.....	1	....do.....	8,650 00	
			1	Queenstown	1	....do.....	.....	1	....do.....	4,464 00	
			1	....	1	....do.....	.....	1	.. do.....	5,930 00	
			5	In port	5	....do.....	.....	5	In port	....	
	3	Havre.....	1	London	1	....do.....	.....	1	Deals....	9,080 00	
			2	Liverpool	2	... do.....	.....	2	Spruce deals.....	13,550 00	
	124	.....	124	.....	124	.....	62,268 00	124	....	379,415 00	
Quarter ended September 30, 1861.	21	In port	1	Bangor	1	In last quarter	.....	1	Sawed lumber	936 00	Entered: 41 steamers, 48 ships, 4 barks, 5 brigs, 25 schooners—12?, and 21 in port. Cleared: 43 steamers, 53 ships, 5 barks, 6 brigs, 26 schooners—133, and 11 in port. Agg'te tonnage entered: 86,638 and 2·95.
			1	Boston	1	....do.....	.....	1	Passengers	.....	
			6	London	6	....do.....	.....	6	Spruce deals.....	53,751 00	
			7	Liverpool.....	7	....do.....	.....	7	....do.....	50,059 00	
			1	Portsmouth	1	....do.....	.....	1	....do	9,600 00	
			1	Dundalk.....	1	....do.....	.....	1	.. .do.....	2,024 00	
			1	Ballyshannon....	1	....do.....	.....	1	....do.....	1,272 00	
			1	Hornsfleur.....	1	....do.....	.....	1	....do.....	9,080 00	
			1	Bristol Channel..	1	....do.....	.....	1	....do.....	8,256 00	
			1	Not stated.....	1	....do.....	.....	1	Not stated.....	.....	
	1	Halifax.....	1	Bristol	1	Ballast	.....	1	Spruce deals.....	8,120 00	
	2	Eastport.....	1	Philadelphia.	1	....do.....	.....	1	Sawed lumber	428 00	
			1	Machias.....	1	150 tons coal.....	600 00	1	Ballast	.....	
	1	Lubec.....	1	Eastport.....	1	Ballast	.....	1	Sawed lumber	780 00	
	1	Cherryfield	1	Cork	1	....do.....	.....	1	Spruce deals.....	2,268 00	
	1	Castine.....	1	Liverpool.....	1	....do.....	.....	1	....do.....	5,050 00	
	1	Bangor.	1	Bangor	1	....do.....	.....	1	Sawed cedar shingles	2,382 00	
	1	Belfast	1	.....	1	....do.....	.....	1	Salt.	200 00	
	3	Machias.....	1	Wilmington.....	1	....do.....	.....	1	Sawed lumber.	712 00	
			2	Providence	2	....do.....	.....	2	.... do.....	2,250 00	
	4	Rockland.....	1	New York.....	1	Flour and corn meal.	3,200 00	1	.....do.....	312 00	
			1	Philadelphia.	1	Ballast	.....	1	.....do..... ...	608 00	
			1	Baltimore	1	....do.....	.....	1	.....do.....	581 00	
			1	Liverpool.....	1	....do.....	.....	1	Spruce deals.	8,784 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
ST. JOHN'S, N. B.											
C. Whitaker.											
Quarter ended September 30, 1861—Cont'd.	1	Camden.	1	Bristol Channel.	1	Ballast		1	Spruce deals	$2,372 00	
	1	Frankfort.	1	Martinique	1	do		1	do	1,440 00	
	2	Bath	1	London	1	do		1	do	9,680 00	
			1	Liverpool	1	do		1	do	4,800 00	
	1	Jonesboro'.	1	In port	1	do		1	In port		
	1	Portland.	1	Penarth Roads	1	do		1	Spruce deals	2,544 00	
	51	Boston	45	Boston	4	do		1	do	8,800 00	
								1	Sawed cedar shingles, 1,100 M.	2,659 00	
								2	Sawed lumber	598 00	
					41	Passengers		41	Passengers		
			3	Liverpool.	3	Ballast		3	Spruce deals	28,698 00	
			3	British Channel.	3	do		3	do	20,172 00	
	1	New Bedford	1	Salem.	1	do		1	do	1,600 00	
	9	New York.	1	Rockland	1	do		1	Ballast		
			1	Boston	1	163 tons coal	$652 00	1	Sawed lumber	400 00	
			1	New York.	1	Ballast		1	do	530 00	
			2	Philadelphia.	2	297 tons coal	1,188 00	1	do	852 00	
			3	Liverpool.	3	Ballast		3	Spruce deals	17,128 00	
			1	Glasgow.	1	do		1	do	3,656 00	
	7	Philadelphia.	3	Philadelphia.	3	732 tons coal	2,928 00	3	Sawed lumber.	1,762 00	
			1	New York.	1	107 tons coal	428 00	1	do	236 00	
			2	Liverpool	2	Ballast		2	Spruce deals	13,546 00	
			1	Glasgow.	1	do		1	do	1,467 00	
	3	Baltimore.	2	Liverpool	2	do		2	do	15,182 00	
			1	Newport	1	do		1	do	5,828 00	
	2	Havana	2	Liverpool	2	do		2	do	16,240 00	
	6	London	1	London.	1	do		1	do	8,032 00	
			1	Liverpool.	1	do		1	do	3,840 00	
			1	Portsmouth.	1	do		1	do	8,640 00	
			1	Penarth Roads	1	do		1	do	5,520 00	
			2	In port	2	do		2	In port		
	15	Liverpool	1	London.	1	do		1	Spruce deals	7,495 00	
			5	Liverpool.	5	do		5	do	61,425 00	

			1	Bristol	1	do		1	do	6,292 00		
			1	Plymouth	1	do		1	do	8,780 00		
			1	Dublin	1	do		1	do	3,560 00		
			6	In port	6	do		6	In port			
	1	Portsmouth	1	Hornsfleur	1	do		1	Spruce deals	6,672 00		
	1	Hull	1	In port	1	280 tons coal	1,400 00	1	In port			
	1	Cork	1	Baltimore	1	Ballast		1	Spruce deals	2,200 00		
	3	Havre	3	Liverpool	3	do		3	do	19,990 00		
	1	Southwest Harbor	1	do	1	do		1	do	804 00		
	1	Not stated	1	In port	1	do		1	In port			
	144		144		144		10,396 00	144		470,900 00		
BERMUDA.												
F. B. Wells.												
Quarter ended December 31, 1860.	2	In port	1	Rio de Janeiro	1	Before reported		1	Inward, put in for repairs	16,000 00		Entered: 1 ship, 5 brigs, 3 schooners—9, and 2 in port.
			1	New York	1	do		1	Ballast			Cleared: 5 brigs, 2 schooners, 2 condemned—9, and 2 in port.
	6	New York	2	do	2	Provisions and cattle	18,500 00	2	do			Agg'te tonnage entered: 2,368 and 34-95.
			1	Darien	1	Provisions, &c	7,500 00	1	do			
			1	Jacksonville	1	do	5,700 00	1	do			
			1	In port	1	do	7,500 00	1	In port			
			1	Condemned	1	General cargo	30,000 00	1	Condemned			
	1	Cadiz	1	New York	1	Wines, &c	15,000 00	1	Inward, put in for repairs	15,000 00		
	1	London	1	In port	1	Coal, 1,000 tons	5,000 00	1	In port			
	1	Inagua	1	Condemned	1	Salt, 4,500 bushels	450 00	1	Condemned			
	11		11		11		89,650 00	11		31,000 00		
Quarter ended March 31, 1861.	2	In port	1	New York	1	Before reported		1	Inward cargo	5,000 00		Entered: 3 ships, 1 bark, 3 brigs, 4 schooners—11, and 2 in port.
			1	Jacksonville	1	do		1	Ballast			Cleared: 3 ships, 1 bark, 3 brigs, 4 schooners—11, and 2 in port.
	4	New York	2	New York	2	Provisions and cattle	16,100 00	2	do			Agg'te tonnage entered: 3,446 and 20-95.
			1	Hayti	1	General cargo	11,500 00	1	Inward cargo	11,500 00		
			1	Spain	1	Guano	6,000 00	1	do	6,000 00		
	1	Richmond	1	Liverpool	1	Tobacco	150,000 00	1	do	150,000 00		
	2	Jacksonville	2	Jacksonville	2	Lumber	7,000 00	2	Ballast			
	2	New Orleans	1	Rockland	1	Staves	9,000 00	1	do			
			1	In port	1	Cotton, &c	200,000 00	1	In port			
	1	Havana	1	do	1	Sugar	37,000 00	1	do			
	1	Manila	1	New York	1	Sugar and cigars	120,000 00	1	Inward cargo	120,000 00		
	13		13		13		556,600 00	13		292,000 00		
Quarter ended June 30, 1861.	2	In port	1	Condemned	1	Before reported		1	Condemned			Entered: 1 ship, 4 barks, 2 brigs, 7 schooners—14, and 2 in port.
			1	Vessel burnt	1	do		1	Burnt			Cleared: 1 ship, 4 barks, 2 brigs, 7 schooners, 1 condemned, 1 burnt—16.
	1	Rockland, Me	1	Bordeaux	1	Ballast		1	Staves	9,000 00		
	3	Boston	3	Boston	1	Lumber	500 00	1	Potatoes	600 00		
					2	Ballast		2	Cotton	155,000 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of ves-els.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BERMUDA.											
F. B. Wells.											
Quarter ended June 30, 1861—Continued.	3	New York	3	New York	1	Cattle, &c	$9,000 00				
					1	General cargo	5,000 00	3	Part inward cargo, and potatoes	$8,100 00	Agg'te tonnage entered: 3,392 and 54-95.
					1	do	6,300 00				
	1	Jacksonville	1	do	1	Lumber	2,000 00	1	Ballast		
	1	Pensacola	1	Montevideo	1	do	7,000 00	1	Inward cargo	7,000 00	
	1	New Orleans	1	Providence	1	Molasses	5,000 00	1	do	5.000 00	
	1	Liverpool	1	New York	1	Coal	8,500 00	1	Ballast		
	1	Havana	1	Falmouth, Eng	1	Sugar	30,000 00	1	Inward cargo	30,000 00	
	2	Whaling	2	Whaling	2	Oil	2,600 00	2	do	2,600 00	
	16		16		16		75,900 00	16		217.300 00	
Quarter ended September 30, 1861.	1	Boston	1	Hayti	1	General cargo	7,500 00	1	Inward cargo	7,50 0 00	Entered: 2 steamers, 1 ship, 3 barks, 2 brigs, 6 schooners—14.
	5	New York	1	do	1	do	13,000 00	1	do	13,000 00	
			2	Rio de Janeiro	2	Ballast		2	Ballast		Cleared: 2 steamers, 1 ship, 1 bark, 1 brig, 6 schooners—11, and 3 in port.
			2	In port	2	General cargo	24,000 00	2	In port		
	1	Aspinwall	1	New York	1	Ballast		1	Ballast		
	2	Wales	1	St John's	1	Coal	8,500 00	1	do		Agg'te tonnage entered: 3,904 and 83-95.
			1	In port	1	Coal	8,000 00	1	In port		
	5	Whaling	5	Whaling	5	Oil	23,250 00	5	Ballast		
	14		14		14		84,250 00	14		20,500 00	
NASSAU, NEW PROVIDENCE.											
I. J Merritt.											
Quarter ended December 31, 1860.	1	In port	1	New Orleans	1	Before reported		1	General cargo	98,407 00	Entered: 2 barks, 7 schooners, 3 brigs—12, and 1 in port.
	1	Bath, Me	1	Mobile	1	Hay and potatoes	1,378 00	1	Part of inward cargo	Not ascert'd.	
	1	Newport	1	Havana	1	Ballast		1	Ballast		Cleared: 1 ship, 2 barks, 2 brigs, 6 schooners—11, and 2 in port.
	3	New York	1	Turk's Islands	1	General cargo		1	Inward; put in for repairs		
			1	New York	1	do	11,314 00	1	Part of inward cargo	6,432 00	Aggregate tonnage entered: 2,328 and 19-95.
			1	In port	1	do	11,328 00	1	In port		

	1	Philadelphia	1	Indianola, Texas	1	Ballast		1	Railroad iron, &c	8,035 00	
	1	Baltimore	1	Baltimore	1	General cargo	5,360 00	1	Oranges, 250,000, &c	3,168 00	
	2	Boston	1	New Orleans	1	do	1,000 00	1	Part of inward cargo		
			1	In port	1	195 tons ice and provisions	1,448 00	1	In port		
	1	Mobile	1	Matanzas	1	Lumber, provisions, &c	534 00	1	Potatoes and shingles	384 00	
	2	Key West	2	Key West	2	Ballast		2	Ballast		
	13		13		13		32,362 00	13		116,426 00	
Quarter ended March 31, 1861.	2	In port	1	Baltimore	2	Before reported		2	Ballast		Entered: 3 ships, 1 bark, 5 brigs, 17 schooners—26, and 2 in port.
			1	Jacksonville							
	1	Portland	1	Cardenas	1	Shooks, hoops, &c	Not given.	1	Inward cargo		Cleared: 1 ship, 1 bark, 4 brigs, 15 schooners, 3 sold—24, and 4 in port
	2	Boston	1	Boston	1	Hay, potatoes, &c	950 00	1	Cotton, 1,496 bales	69,840 00	
			1	In port	1	General cargo	1,200 00	1	In port		
	4	New York	2	New York	2	do	10,128 00	2	941 bags coffee, molasses, &c		Aggregate tonnage entered: 5,218 and 47-95.
			1	Swan Island	1	Building materials	7,060 00	1	Part of inward	Unknown.	
			1	In port	1	General cargo	14,160 00	1	In port		
	4	Baltimore	2	Baltimore	2	Provisions	13.032 00	2	Ballast		
			1	Ragged Island	1	do	6,264 00	1	do		
			1	New York	1	General cargo	8,842 00	1	General cargo	4,190 00	
	2	Jacksonville	1	Jacksonville	1	Lumber and shingles	1,420 00	1	Ballast		
			1	Cork	1	Provisions	3,710 00	1	Melado, 204 hhds	7,368 00	
	6	Key West	1	Long Cay	1	Ballast		1	Ballast		
			4	Key West	4	Ballast, and 194 bales cotton		1	Rice, machinery, &c	1,277 00	
			1	New York	1	Cotton, 200 bales		1	Cotton, 150 bales		
	1	Mobile	1	Sold	1	70,000 feet lumber	1,050 00	1	Sold		
	1	Liverpool	1	In port	1	Salt (quantity and value	unknown)	1	In port		
	1	Ponce, P. Rico	1	New York	1	Passengers, (circus company)		1	Passengers, (circus company)		
	1	Matanzas	1	Sold	1	Melado, 290 hhds	15,984 00	1	Sold		
	1	Surinam	1	Sold	1	Ballast		1	Sold		
	1	Inagua	1	In port	1	Salt, 3,941 bush., and coffee	4,512 00	1	In port		
	1	Long Cay	1	Key West	1	Ballast		1	Ballast		
	28		28		28		88,312 00	28		82,675 00	
Quarter ended June 30, 1861.	4	In port	1	Havre	1	In former return		1	Cotton, sponges, &c		Entered: 2 ships, 1 bark, 2 brigs, 11 schooners—16, and 4 in port.
			2	New York	2	do		2	Part of inward cargo, and 200 bushels salt.	180 00	
			1	Sold	1	do		1	Sold		Cleared: 2 ships, 2 brigs, 13 schooners—17, and 1 sold and 2 in port.
	1	Boston	1	Boston	1	Ice, provisions, and lumber		1	Ballast		
	6	New York	5	New York	5	Cattle, provisions, merchandise, and general cargo.		4	Cotton, fruit, and merchandise		Agg'te tonnage entered: 3,397.
								1	4,000 dozen pine-apples	2,000 00	
			1	Matanzas	1	General cargo		1	Ballast		
	1	Baltimore	1	New York	1	Provisions and lumber		1	do		
	9	Wilmington, N. C.	1	Wilmington, N. C.	1	Lumber and shingles		1	Fruit, &c		
	1	New Orleans	1	Barnstable	1	Corn, 6,000 bushels	3,300 00	1	Salt, flour, and sugar		
	1	Key West	1	Key West	1	Sponges, 1,500 lbs	600 00	1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
NASSAU, NEW PROVIDENCE. *I. J. Merritt.*											
Quarter ended June 30, 1861—Continued.	1	Gulf of Mexico..	1	Key West.....	1	Ballast	.....	1	Ballast	.....	
	1	St. Thomas.....	1	Cardenas	1	....do.....	.....	1	....do.....	.....	
	1	Manzanillo	1	New York.....	1	Melado, palm-leaf, &c.	.....	1	Inward cargo	.....	
	1	Liverpool.....	1	In port	1	Coal, 756 tons.....	$1,820 00	1	In port	.....	
	1	Havre.	1	....do.	1	Ballast	.....	1	....do.....	.....	
	20	....	20	.....	20	....	5,720 00	20	....	$2,180 00	
Quarter ended September 30, 1861.	2	In port	2	Not reported.....	2	Before reported	.....	2	Not reported.....	.....	Entered: 1 brig, 6 schooners—7, and 2 in port. Cleared: 1 bark, 7 schooners, 1 brig—9. Aggregate tonnage entered: 841.
	4	New York.....	2	New York.....	2	Flour, corn, cattle, lumber, and general merchandise.	16,500 00	1	Mahogany, 53 logs.....	520 00	
								1	Pine-apples.....	Not given.	
			1	Elenthera	1	Flour, provisions, and lumber.	5,500 00	1	3,000 dozen pine-apples	1,000 00	
			1	Bahamas.....	1	Ballast	.....	1	Ballast	.....	
	1	Vienna, Md.	1	Barbadoes	1	Corn and oats, (in distress)...	.....	1	Salt, 2,000 bushels.....	200 00	
	1	Wilmington, N. C.	1	Unknown	1	Unknown	.....	1	Took out British papers	.....	
	1	Key West	1	Bahamas	1	Ballast	.....	1	Ballast	.....	
	9	....	9	.....	9	.....	22,000 00	9	....	1,720 00	
INAGUA, BAHAMAS. *Daniel Sargent.*											
Quarter ended December 31, 1860.	2	Guantanamo.....	2	New York.....	2	Ballast	.....	2	Salt..... 18,347 bushels.	1,551 82	Entered and cleared: 3 barks, 5 brigs, 2 schooners—10. Agg'te tonnage entered: 2,513.
	2	Barbadoes.....	1	Boston	1	Lumber, fish, &c.....	96 00	1	Salt..... 4,516 bushels.	408 44	
			1	New York.....	1	Ballast	.....	1	Salt..... 7,173 bushels.	627 63	
	2	Porto Rico.....	2	....do.	2	Cordage and ballast	100 00	2	Salt..... 18,347 bushels.	1,487 76	
	2	Cape Haytien....	2	Boston	2	Coffee & logwood, (not landed)	.....	2	Salt..... 10,608 bushels.	1,010 24	
	1	Guadaloupe	1	Portland, Maine..	1	Sundries	147 85	1	Salt..... 10,343 bushels.	982 58	
	1	Cardenas.....	1	New York.....	1	Ballast	.....	1	Salt . ..... 7,283 bushels.	728 30	
	10	.....	10	.....	10	.....	343 85	10	..... 76,617 bushels.	6,796 77	

Quarter ended March 31, 1861.	1	Demarara	1	New York	1	Ballast		1	Salt 6,969 bushels.	696 90		Entered: 1 bark, 5 brigs, and schooners—9.
	3	Port-au-Prince	1	Boston	1	do		1	Salt 2,269 bushels.	215 55		
			2	New York	2	Shingles, fish, and lard	332 00	2	Salt 7,061 bushels, and 324 bags coffee.	4,844 62		Cleared: 1 bark, 4 brigs, and 3 schooners—8, and 1 in port.
	1	Cape Haytien	1	do	1	Logwood, (not landed)		1	Salt 4,980 bushels.	498 00		Agg'te tonnage entered: 1,672.
	1	St. Thomas	1	Portland	1	Ballast		1	Salt 6,836 bushels.	683 60		
	2	Jacmel	1	Boston	1	Hats and shoes	70 00	1	Salt 3,872 bushels.	367 84		
			1	New York	1	Bricks and hay	143 94	1	Salt 4,111 bushels.	390 54		
	1	Porto Rico	1	Boston, (in port)	1	Ballast		1	In port			
	9		9		9		545 94	9	36,098 bushels, and 324 bags coffee.	7,697 05		
Quarter ended June 30, 1861.	1	Jeremie	1	New York	1	Logwood & coffee, (not landed)		1	Wrecked coffee and old rigging	700 00		Entered: 2 schooners, and 1 in port.
	1	In port	1	Boston	1	Ballast		1	Salt 8,846 bushels.	840 37		
	1	Cape Haytien	1	do	1	Logwood, (not landed)		1	Salt 4,993 bushels	474 33		Cleared: 1 brig and 2 schooners.
	3		3		3			3	13,839 bushels.	2,014 70		Agg'te tonnage entered: 558.
Quarter ended September 30, 1861.	1	Kingston, Ja.	1	Baltimore	1	Ballast		1	Salt 2,120 bushels.	180 20		Entered and cleared: 1 brig and 1 schooner.
	1	Guadaloupe	1	New York	1	do		1	Salt 10,846 bushels.	924 91		Agg'te tonnage entered: 383.
	2		2		2			2	12,966 bushels.	1,105 11		
HARBOR ISLAND, BAHAMAS. *W. N. Sears.*												
Quarter ended December 30, 1860.		No return										No return.
Quarter ended March 30, 1861.		No return										No return.
Quarter ended June 30, 1861.	2	New York	2	New York	2	Assorted provisions	Not given.	2	4,500 dozen pine-apples	1,500 00		Entered and cleared: 3 sch'rs.
	1	Key West	1	Key West	1	Ballast		1	Ballast			Agg'te tonnage entered: 179.
	3		3		3			3		1,500 00		
Quarter ended September 30, 1861.		No return										No return.
GRAND TURK, TURK'S ISLAND. *A. G. Carothers.*												
Quarter ended December 31, 1860.	1	Nassau, N. P.	1	Havana	1	General cargo		1	Inward cargo and old rigging	200 00		Entered: 6 barks, 17 brigs, 5 schooners—28, and 1 in port.
	1	In port	1	Philadelphia	1	Before reported		1	Salt 4,292 bushels.	429 20		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
GRAND TURK, TURK'S ISLAND. *A. G. Carothers.*											
Quarter ended December 31, 1860—Cont'd.	1	Boston	1	New York	1	Merchandise	$3,158 52	1	Salt, 2,444 bushels.	$240 44	Cleared: 6 barks, 17 brigs, 5 schooners, 1 ketch—29.
	1	Sag Harbor, L. I.	1	Sag Harbor	1	Assorted merchandise	950 00	1	Salt, 1,400 bushels.	140 00	Agg'te tonnage entered: 5,498.
	5	St. Croix	1	Boston	1	Ballast		1	Salt, 6,582 bushels.	660 20	
			1	New Haven	1	Flour, corn, &c	340 00	1	Salt, 5,104 bushels.	510 40	
			2	New York	2	Ballast		2	Salt, 9,868 bushels.	986 80	
			1	Wilmington, N. C.	1	Lumber, 18,000	360 00	1	Salt, 2,112 bushels	211 20	
	4	Barbadoes	1	New Haven	1	Ballast		1	Salt, 6,816 bushels.	717 68	
			2	Philadelphia	2	do		2	Salt, 14,309 bushels.	1,461 98	
			1	Alexandria, Egypt	1	do		1	Salt, 5,248 bushels.	524 80	
	1	Trinidad	1	Philadelphia	1	do		1	Salt, 7,298 bushels.	768 29	
	1	Dominica	1	Baltimore	1	do		1	Salt, 3,600 bushels.	360 00	
	3	Porto Rico	2	New Haven	2	do		2	Salt, 8,384 bushels.	864 90	
			1	New York	1	do		1	Salt, 4,541 bushels	454 00	
	4	St. Thomas	1	Boston	1	do		1	Salt, 7,464 bushels.	746 40	
			1	Holmes's Hole	1	do		1	Salt, 8,016 bushels.	801 60	
			1	New York	1	do		1	Salt, 5,120 bushels.	512 00	
			1	Philadelphia	1	do		1	Salt, 5,964 bushels	581 49	
	1	Pernambuco	1	Boston	1	do		1	Salt, 7,007 bushels.	703 19	
	1	Antigua	1	New Haven	1	Assorted merchandise	175 00	1	Salt, 7,300 bushels.	730 00	
	2	Demarara	2	New York	2	Ballast		2	Salt, 17,228 bushels.	1,722 80	
	1	East Harbor	1	Baltimore	1	Salt, 1,100 bushels	110 00	1	Salt, 6,920 bushels.	692 00	
	1	St. Bart's	1	Philadelphia	1	Assorted merchandise	25 00	1	Salt, 4,664 bushels.	466 40	
	1	Cape Haytien	1	Boston	1	Ballast		1	Salt, 3,476 bushels.	347 60	
	29		29		29		5,118 52	29	156,160 bushels	15,833 37	
Quarter ended March 31, 1861.	1	Newburyport	1	Cond'ned and sold	1	Assorted cargo	1,200 00	1	Condemned and sold		Entered: 3 brigs and 5 sch'ners
	1	New York	1	Baraçoa	1	do	2,041 00	1	Salt, 300 bushels	30 00	Cleared: 3 brigs, 3 sch'ners, and 2 sold.
	1	Sag Harbor	1	Salt Cay	1	do	1,043 94	1	Not reported		
	1	Barbadoes	1	Porto Plata	1	do	260 60	1	Salt, 284 bushels.	27 76	Agg'te tonnage entered: 975 and 34-95.
	1	Porto Plata	1	Sold	1	Assorted cargo and ballast	72 00	1	Sold		
	1	Trinidad	1	Eastport	1	Assorted cargo	92 00	1	Salt, 4,088 bushels	398 58	

	2	St. Thomas	1	Holmes's Hole	1	Ballast		1	Salt 7,840 bushels.	750 60		
			1	Boston	1	do		1	Salt 6,312 bushels.	568 08		
	8		8		8		4,709 54	8	18,824 bushels.	1,775 02		
Quarter ended June 30, 1861.	1	Newburyport	1	Newburyport	1	General cargo	3,600 00	1	Not reported		Entered: 1 bark, 4 brigs, and 12 schooners—17.	
	1	New York	1	Baracoa	1	do	6,200 00	1	do		Cleared: 1 bark, 4 brigs, and 12 schooners—17.	
	6	St. Thomas	1	Frankfort	1	Ballast		1	Salt 5,960 bushels.	480 00	Agg'te tonnage entered: 2,802 and 83 95.	
			1	Fall River	1	Rum, sugar, and molasses	1,518 86	1	Salt 2,360 bushels.	206 00		
			1	Newport	1	Ballast		1	Salt 6,044 bushels	525 00		
			1	New Haven	1	do		1	Salt 6,320 bushels.	550 00		
			1	New York	1	do		1	Salt 4,000 bushels.	350 00		
			1	Baltimore	1	do		1	Salt 1,575 bushels	130 00		
	2	Guadalupe	2	Boston	2	do		2	Salt 12,380 bushels.	1,100 00		
	2	Mayaguez	1	New Haven	1	Sugar	100 00	1	Salt 5,100 bushels.	425 00		
			1	Southold	1	Ballast		1	Satt 3,208 bushels	250 00		
	1	Martinique	1	Boston	1	do		1	Salt 5,680 bushels.	475 00		
	1	St. Croix	1	do	1	do		1	Salt 5,656 bushels.	460 00		
	1	Salt Cay	1	Newburyport	1	do		1	Not reported			
	1	Ponce	1	New York	1	Molasses	336 36	1	Salt 7,496 bushels.	600 00		
	1	Barbadoes	1	Salt Cay	1	Ballast		1	Salt 1,376 bushels	110 00		
	17		17		17		11,755 22	17	67,155 bushels.	5,661 00		
Quarter ended September 30, 1861.	1	Newburyport	1	Salt Cay	1	Assorted provisions	4,097 38	1	Ballast		Entered: 5 barks, 8 brigs, and 7 schooners—20.	
	1	Boston	1	Cienfuegos	1	do	4,245 44	1	Wrecked		Cleared: 5 barks, 8 brigs, and 7 schooners—20.	
	2	New York	1	New York	1	do	7,065 44	1	Salt 3,488 bushels.	273 14	Agg'te tonnage entered: 3,976 and 56 95.	
			1	East Harbor	1	do	1,879 42	1	Ballast			
	8	St. Thomas	2	Boston	2	Ballast		2	Salt 12,308 bushels.	984 64		
			1	New London	1	do		1	Salt 4,096 bushels.	286 72		
			1	New York	1	do		1	Salt 4,800 bushels.	336 00		
			3	Holmes's Hole	3	do		3	Salt 19,276 bushels.	1,462 86		
			1	Cienfuegos	1	do		1	Salt 12,144 bushels.	850 08		
	1	East Harbor	1	Condemned	1	Salt	1,315 94	1	Condemned and sold			
	1	La Guayra	1	Philadelphia	1	Ballast		1	Salt 4,176 bushels.	292 32		
	2	Barbadoes	1	Boston	1	do		1	Salt 3,440 bushels.	230 80		
			1	Providence, R. I.	1	do		1	Salt 6,508 bushels	520 64		
	1	Maracaibo	1	Philadelphia	1	do		1	Salt 6,500 bushels.	455 00		
	1	Demarara	1	New York	1	do		1	Salt 3,576 bushels.	286 08		
	1	Trinidad	1	Boston	1	do		1	Salt 9,760 bushels	683 20		
	1	Martinique	1	Portland	1	do		1	Salt 6,000 bushels	420 00		
	20		20		20		18,603 62	20	96,072 bushels.	7,081 48		
SALT CAY, TURK'S ISL'D.												
C P. Stamers.												
er ended December 31, 1860.	1	St. Christopher's, St. Kitt's.	1	New York	1	Ballast		1	Salt 5,200 bushels.	496 00	Entered: 1 ship, 1 bark, 7 brigs, 5 schooners—14.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
SALT CAY, TURK'S ISL'D.											
C. P. Stamers.											
Quarter ended December 31, 1860—Cont'd.	2	Trinidad	1	Boston	1	Ballast		1	Salt 5,740 bushels.	$574 00	Cleared: 1 ship, 1 bark, 7 brigs, 5 schooners—14.
			1	Elizabeth City	1	do		1	Salt 2,568 bushels.	256 80	
	2	Guadalupe	2	New York	2	do		2	Salt 14,075 bushels	1,368 72	Agg'te tonnage entered: 3,994.
	1	Barbadoes	1	Philadelphia	1	do		1	Salt 11,220 bushels.	1,122 00	
	2	Porto Rico	1	Boston	1	do		1	Salt 7,922 bushels.	834 07	
			1	New York	1	do		1	Salt 6,360 bushels.	638 43	
	2	St. Thomas	1	Boston	1	do		1	Salt 14,072 bushels	1,407 20	
			1	New York	1	do		1	Salt 7,680 bushels.	770 80	
	1	Africa	1	do	1	do		1	Salt 25,612 bushels.	2,561 20	
	3	Demarara	1	Boston	1	do		1	Salt 10,112 bushels.	1,011 20	
			2	New York	2	do		2	Salt 20,056 bushels.	2,059 52	
	14		14		14			14	130,617 bushels.	13,099 94	
Quarter ended March 31, 1861.	1	Newburyport	1	Boston	1	Ballast		1	Salt 6,072 bushels	607 20	Entered and cleared: 1 bark, 2 brigs, 4 schooners—7.
	3	St. Thomas	1	New York	1	do		1	Salt 6,372 bushels.	637 20	
			1	Philadelphia	1	do		1	Salt 4,558 bushels.	478 59	Agg'te tonnage entered: 1,098.
			1	Newbern, N. C.	1	do		1	Salt 2,476 bushels.	259 98	
	1	Port of Spain, Trinidad.	1	Elizabeth City	1	do		1	Salt 2,598 bushels	259 80	
	1	G. Cay, Turk's Island.	1	Barbadoes	1	25 barrels fish	$100 00	1	Salt 1,556 bushels	155 60	
	1	B rbadoes	1	Philadelphia	1	Ballast		1	Salt 7,434 bushels.	745 80	
	7		7		7		100 00	7	31,066 bushels.	3,144 17	
Quarter ended June 30, 1861.	2	Demarara	2	New York	2	Ballast		2	Salt 18,564 bushels.	1,564 24	Entered and cleared: 1 ship, 3 barks, 4 brigs, 4 schooners—12.
	1	Port of Spain, Trinidad.	1	Philadelphia	1	do		1	Salt 6,208 bushels.	527 68	Agg'te tonnage entered: 2,852.
	6	St. Thomas	2	New York	2	do		2	Salt 16,189 bushels.	1,317 82	
			1	Providence	1	do		1	Salt 20,832 bushels.	1,666 56	

			1	Bangor	1	do		1	Salt	8,068 bushels.	685 78		
			2	Boston	2	do		2	Salt	17,132 bushels.	1,369 56		
	2	Grand Turk	1	do	1	do		1	Salt	4,040 bushels.	323 20		
			1	New York	1	do		1	Salt	7,544 bushels.	606 02		
	1	St. Domingo	1	Boston	1	do		1	Ballast				
	12		12		12			12		98,577 bushels.	8,060 86		
Quarter ended September 30, 1861.	12	St. Thomas	1	Newburyport	1	Ballast		1	Salt	2,720 bushels.	190 40	Entered and cleared: 7 barks, 2 barkantines, 1 brig, 5 brigantines, 10 schooners—25. Agg'te tonnage entered: 5,381.	
			1	Boston	1	do		1	Salt	7,342 bushels.	569 01		
			1	Holmes's Hole	1	do		1	Salt	6,504 bushels.	390 24		
			6	New York	6	do		6	Salt	49,930 bushels.	3,726 86		
			2	Philadelphia	2	do		2	Salt	15,732 bushels.	1,206 20		
			1	Baltimore	1	do		1	Salt	5,028 bushels.	402 24		
	2	Trinidad	2	Philadelphia	2	do		2	Salt	16,590 bushels.	1,214 04		
	3	Demarara	3	New York	1	Sugar, molasses, and rum	167 00	3	Salt	26,732 bushels.	2,045 34		
					2	Ballast							
	2	Grand Turk	1	Newburyport	1	do		1	Salt	3,856 bushels.	209 92		
			1	New York	1	50 barrels merchandise	400 00	1	Salt	11,600 bushels.	872 00		
	3	Barbadoes	1	do	1	Ballast		1	Salt	7,000 bushels.	760 00		
			2	Philadelphia	2	do		2	Salt	14,953 bushels.	1,029 54		
	1	Antigua	1	New York	1	do		1	Salt	2,364 bushels.	189 12		
	1	St. Martin's	1	do	1	do		1	Salt	3,105 bushels.	250 39		
	1	Martinique	1	do	1	do		1	Salt	10,572 bushels.	845 76		
	25		25		25		567 00	25		184,028 bushels.	13,896 06		
EAST HARBOR, TURK'S ISLAND.													
Quarter ended December 31, 1860.	1	Grand Turk	1	Norwich	1	Ballast		1	Salt	8,220 bushels.	824 10	Entered: 2 barks, 2 brigs, 7 brigantines, 4 schooners—15. Cleared: 2 barks, 2 brigs, 7 brigantines, 4 schooners—15. Agg'te tonnage entered: 3,407 and 77-95.	
	2	St. Thomas	1	Boston	1	do		1	Salt	8,250 bushels.	806 37		
			1	New York	1	do		1	Salt	10,550 bushels.	1,054 00		
	3	Barbadoes	1	do	1	do		1	Salt	7,576 bushels	746 66		
			2	Philadelphia	2	do		2	Salt	17,692 bushels.	1,684 74		
	2	Gaudalupe	1	Boston	1	do		1	Salt	7,936 bushels.	775 76		
			1	New York	1	do		1	Salt	7,790 bushels	761 53		
	1	Grenada	1	do	1	do		1	Salt	7,960 bushels.	758 20		
	2	Martinique	1	Boston	1	do		1	Salt	11,222 bushels.	1,096 14		
			1	A port in U. S.	1	do		1	Salt	6,880 bushels.	552 40		
	2	Nevis	1	Boston	1	do		1	Salt	4,838 bushels.	485 80		
			1	Grand Turk	1	do		1	Salt	1,169 bushels	113 97		
	1	Demarara	1	New York	1	do		1	Salt	4,115 bushels.	392 92		
	1	Porto Rico	1	Baltimore	1	do		1	Salt	4,652 bushels.	455 57		
	15		15		15			15		108,850 bushels.	10,508 16		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
EAST HARBOR, TURK'S ISLAND.											
Quarter ended March 31, 1861.	2	St. Thomas	1	Portland	1	Ballast		1	Salt 6,590 bushels.	$628 05	Entered: 1 brigantine, 4 schooners—5.
			1	New York	1	do.		1	Salt 4,219 bushels.	423 90	Cleared: 1 brigantine, 4 schooners—5.
	2	Barbadoes	1	Boston	1	do.		1	Salt 3,566 bushels.	358 60	
			1	Plymouth	1	do.		1	Salt 2,255 bushels.	238 78	Agg'te tonnage entered: 739 and 4-95.
	1	Guadalupe	1	Holmes's Hole	1	do.		1	Salt 4,398 bushels.	485 78	
	5		5		5			5	21,028 bushels	2,135 11	
Quarter ended June 30, 1861.	8	St. Thomas	1	Boston	1	Ballast		1	Salt 8,996 bushels.	764 66	Entered and cleared: 4 brigs, 6 schooners—10.
			2	Holmes's Hole	2	do.		2	Salt 10,965 bushels.	848 91	
			2	New York	2	do.		2	Salt 15,516 bushels.	1,207 06	Agg'te tonnage entered: 1,933 and 83-95.
			3	Philadelphia	3	do.		3	Salt 17,992 bushels.	1,438 72	
	2	Porto Rico	1	New Haven	1	do.		1	Salt 3,200 bushels.	240 00	
			1	New York	1	do.		1	Salt 6,046 bushels.	470 66	
	10		10		10			10	62,715 bushels.	4,970 01	
Quarter ended September 30, 1861.	1	Grand Turk	1	Boston	1	Ballast		1	Salt 6,273 bushels.	441 11	Entered and cleared: 1 brig, 5 brigantines, 6 schooners—12.
	1	St. Kitt's	1	New York	1	do.		1	Salt 2,527 bushels.	178 38	
	3	St Thomas	1	do.	1	do.		1	Salt 7,450 bushels.	569 37	Agg'te tonnage entered: 2,292 and 81-95.
			1	Philadelphia	1	do.		1	Salt 8,997 bushels	721 76	
			1	Baltimore	1	do.		1	Salt 5,360 bushels.	404 00	
	1	Trinidad	1	New York	1	do.		1	Salt 4,967 bushels.	374 52	
	2	St. Croix	1	Norwich	1	do.		1	Salt 6,350 bushels.	494 12	
			1	New York	1	do.		1	Salt 7,539 bushels.	586 26	
	1	Matanzas	1	Providence	1	do.		1	Salt 3,400 bushels.	265 75	
	1	Granada	1	New York	1	do.		1	Salt 7,403 bushels.	575 72	
	1	St. Lucia	1	Baltimore	1	do.		1	Salt 3,070 bushels.	218 36	
	1	Demarara	1	New York	1	do.		1	Salt 10,950 bushels.	824 25	
	12		12		12			12	74,286 bushels.	5,653 60	

ST. CHRISTOPHER. *F. S. Delisle.*											
Quarter ended December 31, 1861.	.....	No return.....	....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	1	Machias.....	1	(Cuba,) in port...	1	Lumber, 155 M.....	$3,100 00	1	In port	.....	Entered: 3 brigs, 11 schooners—14.
	6	New York.....	1	New York.....	1	Breadstuffs, 1,640 barrels	8,770 00	1	Salt	240 00	
			1	St. Martin's.....	1	Breadstuffs, 1,210 barrels	8,320 00	1	Ballast	.....	Cleared: 3 brigs, 9 schooners—12, 1 condemned, and 1 in port.
			1	Granada.....	1	Breadstuffs, 1,630 barrels	9,640 00	1	...do	.....	
			2	Baracoa.....	2	Breadstuffs, 1,300 barrels; and ice, 255 tons.	8,120 00	2	....do.....	.....	Agg'te tonnage entered: 1,915 and 10-95.
			1	Condemned	1	Breadstuffs, 1,200 barrels	8,600 00	1	Condemned	....	
	1	Philadelphia.....	1	St. Bart's.....	1	Breadstuffs, 2,000 barrels	12,000 00	1	Ballast	.....	
	1	Norfolk	1	St. Thomas.....	1	Staves and shingles, 30 M....	900 00	1	....do	.....	
	1	Newbern	1	St. Martin's	1	Lumber, 35 M.	1,050 00	1	....do.....	.....	
	1	Plymouth.....	1	St. Thomas.....	1	Staves, 50 M.....	2,000 00	1	....do.....	.....	
	1	Wilmington	1	....do.	1	Pitch pine, 110 M.....	3,220 00	1	....do.....	.....	
	1	Martinique	1	....do.	1	Breadstuffs, 200 barrels.....	1,500 00	1	...do.....	.....	
	1	Guadalupe	1	Elizabeth City...	1	Ballast	.....	1	....do.....	.....	
	14	.....	14	.....	14	.....	67,220 00	14	.....	240 00	
Quarter ended June 30, 1861.	1	In port	1	Not stated.....	1	In former return.....	.....	1	Not stated	.....	Entered: 1 bark, 1 brig, 10 schooners—12, and 1 in port.
	1	Bangor.....	1	St. Thomas.....	1	Lumber, 120 M.....	1,670 00	1	Ballast	.....	
	1	New Haven	1	New York.....	1	Breadstuffs, 1,000 barrels	6,400 00	1	....do.....	.....	Cleared: 1 bark, 1 brig, 11 schooners—13.
	4	New York.....	1	....do.	1	Breadstuffs, 1,600 barrels	12,600 00	1	Salt, 1,000 barrels.....	240 00	
			2	Cuba.....	2	Breadstuffs, 1,300 barrels	10,141 00	2	Ballast	.....	Agg'te tonnage entered: 1,792 and 36-95.
			1	St. Martin's.....	1	Breadstuffs, 1,200 barrels	8,000 00	1	.. do.....	.....	
	1	Newbern, N. C..	1	Newbern	1	Lumber, 45 M.	1,200 00	1	Molasses, 75 tierces.....	1,400 00	
	1	Washington, N C.	1	St. Martin's.....	1	Shingles, 160 M.....	960 00	1	Ballast	.....	
	2	Jacksonville.....	1	Cuba	1	Lumber, 80 M.	1,600 00	1	...do.....	....	
			1	St Martin's.....	1	Lumber, 100 M....	1,800 00	1	.. do.....	.....	
	2	Guadalupe	1	Cuba	1	Lumber, 50 M.	1,000 00	1	....do.....	.....	
			1	St. Thomas.....	1	Ballast	.....	1	....do.....	.....	
	13	.....	13	.....	13	....	45,371 00	13	.....	1,640 00	
Quarter ended September 30, 1861.	6	New York.....	2	New York.....	2	Breadstuffs, 2,240 barrels	16,300 00	1	Ballast	....	Entered and cleared: 1 brig, 7 schooners—8.
								1	Salt, 1,000 barrels.....	240 00	
			1	St. Thomas	1	Breadstuffs, 2,000 barrels	13,450 00	1	Ballast	.....	Agg'te tonnage entered: 1,045 and 26-95.
			1	Cuba.....	1	Breadstuffs, 1,000 barrels	6,160 00	1	....do.....	.....	
			1	Anguilla.....	1	Breadstuffs, 1,460 barrels	8,240 00	1	... do.....	.....	
			1	Cat Island.....	1	100 tons ice, and 300 shooks ..	1,000 00	1	....do.....	.....	
	2	Guadalupe	2	St. Thomas.....	1	Breadstuffs, 800 barrels.....	5,600 00	2	.. do	.....	
					1	Shingles, 220,000.....	1,300 00				
	8	....	8	....	8	.....	52,050 00	8	....	240 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
ANTIGUA.											
R. S. Higinbotham.											
Quarter ended December 31, 1860.	1	New Haven	1	New York	1	General cargo	$10,000 00	1	Ballast		Entered: 2 barks and 5 schooners.
	4	New York	1	do	1	do	10,000 00	1	do		Cleared: 2 barks and 5 schooners.
			1	Cuba	1	do	6,000 00	1	do		Agg'te tonnage entered: 1,053.
			1	St. Martin's	1	do	8,000 00	1	do		
			1	St. Thomas	1	do	10,000 00	1	do		
	1	Baltimore	1	New York	1	do	6,000 00	1	do		
	1	Washington, N.C.	1	Dominica	1	do	1,200 00	1	do		
	7		7		7		51,200 00	7			
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.	1	New Haven	1	St. Thomas	1	General cargo	10,000 00	1	Ballast		Entered and cleared: 1 bark, 1 brigantine, and 4 schooners—6.
	4	New York	4	do	4	do	24,000 00	4	do		Agg'te tonnage entered: 841.
	1	Newbern, N. C.	1	do	1	General cargo and staves	1,500 00	1	do		
	6		6		6		35,500 00	6			
Quarter ended September 30, 1861.		No return									No return.
BARBADOES.											
J. F. Smith.											
Quarter ended December 31, 1860.	1	Calais	1	St Thomas	1	Lumber, shingles, laths	2,500 00	1	Ballast		Entered: 1 ship, 20 barks, 12 brigs, 13 schooners—46.
	1	Bangor	1	Sombrero	1	Lumber	3,400 00	1	do		Cleared: 20 barks, 9 brigs, 10 schooners—39, and 7 in port.
	2	Boston	1	Boston	1	Assorted cargo and shingles	12,000 00	1	do		Agg'te tonnage entered: 10,311 and 53-95.
			1	Trinidad	1	Ice and assorted provisions	10,000 00	1	do		
	1	Hartford	1	Hartford	1	Flour, meal, bread, and assorted provisions.	14,000 00	1	do		
	14	New York	3	New York	3	Flour, meal, crackers, pork, beef, horses, mules, and assorted provisions.	52,000 00	3	Part of inward, and hides, skins, &c.	3,718 00	

		1	Antigua	1	Assorted provisions, horses, and mules.	20,000 00	1	Part of inward	2,115 00	
		1	Auguilla	1	Flour, pork, beef, bread	16,000 00	1	Ballast		
		1	Demarara	1	Equestrians		1	Equestrians		
		1	St. Kitts	1	Flour and assorted provisions.	16,000 00	1	Part of inward	4,000 00	
		1	Sombrero	1	Meal, corn, potatoes, and assorted provisions.	3,600 00	1	Ballast		
		6	Trinidad	6	Flour, meal, bread, crackers, pork, beef, and assorted provisions.	102,000 00	6	Hides, skins, old metal, horses, and mules.	48,918 00	
4	Philadelphia	4	Turk's Island	4	Flour, meal, and assorted provisions.	67,000 00	4	Ballast		
4	Baltimore	2	Baltimore	2	Flour, meal, oats, corn, peas, &c.	23,000 00	1	Ballast, and 31 boxes tobacco.	400 00	
							1	In port		
		1	St. Thomas	1	Flour, meal, and lumber	10,000 00	1	do		
		1	Sombrero	1	Flour, meal, and assorted provisions.	10,000 00	1	Ballast		
1	Alexandria, Va.	1	Turk's Island	1	Flour, crackers, tobacco, &c.	15,000 00	1	do		
3	Norfolk, Va.	1	Bonaire	1	Staves and peas	7,000 00	1	do		
		1	Edisto Island	1	Staves	7,000 00	1	do		
		1	Not stated	1	do	7,000 00	1	do		
1	ElizabethCity,N.C.	1	Elizabeth City	1	Shingles and corn	5,000 00	1	do		
3	Plymouth, N. C.	1	Turk's Island	1	Staves and shingles	5,000 00	1	In port		
		1	Elizabeth City	1	Shingles, staves, and corn	1,500 00	1	Ballast		
		1	New Orleans	1	Staves	8,000 00	1	In port		
1	Fernandina	1	Demarara	1	Not reported		1	Not reported		
2	Jacksonville	1	Auguilla	1	Lumber	3,000 00	1	Ballast		
		1	Jacksonville	1	do	3,000 00	1	do		
1	Rio de Janeiro	1	(Condemned)	1	Coffee	100,000 00	1	In port; (condemned)		
1	St. Stephen's	1	Newbern, N. C.	1	Lumber, shingles, fish	4,000 00	1	Ballast		
1	Glasgow	1	New York	1	Coal and general cargo	50,000 00	1	do		
3	Whaling	3	Whaling	3	Oil		2	do		
							1	In port		
1	Not stated	1	Georgia	1	Lumber	4,500 00	1	Ballast		
1	Buenos Ayres	1	New Orleans	1	Mules	9,000 00	1	In port		
46		46		46		590,500 00	46		15,051 00	
Quarter ended March 31, 1861.	1	In port	1	Baltimore	1	In last quarter		1	31 boxes tobacco	400 00	Entered: 2 ships, 21 barks, 17 brigs, 15 schooners—55, and 7 in port.
			2	New Orleans	2	do		1	4,850 bags coffee	111,000 00	
								1	Ballast		
			1	St. Thomas	1	do		1	do		Cleared: 3 ships, 21 barks, 19 brigs, 17 schooners—60, and 1 condemned, and 1 in port.
			1	Turk's Island	1	do		1	do		
			1	Whaling	1	do		1	116 bbls. sperm oil	9,000 00	
			1	Cond. by survey	1	do		1	Condemned		Agg'te tonnage entered: 13,938 and 34-95.
	1	St. John's, N. B.	1	St. Thomas	1	151,000 feet white pine lumber.	4,000 00	1	Ballast		
	1	Port Metway	1	do	1	111,000 feet white pine lumber.	2,000 00	1	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BARBADOES.											
J. F. Smith.											
Quarter ended March 31, 1861—Continued.	2	Boston	1	St. Thomas.....	1	195 bbls. pork, 18 bbls. beef, 200 bbls. herrings, and sundries.	$6,000 00	1	Ballast	.....	
			1	Cienfuegos . .	1	166 boxes candles, 250 tons ice, and cheese, lard, fish, hams, &c.	10,000 00	1	....do.....	.....	
	17	New York.....	2	St. Thomas.....	2	950 bbls. flour, 600 bbls. meal, 175 bbls. crackers, 175 bbls. peas, 275 bbls. bread, 120 bbls. pork, 25 bbls. and 75 half-bbls. beef, 200 kegs butter, 600 boxes candles, 100 bags corn, 100 bags oats, 6 kegs tobacco, 228 shooks, &c.	20,000 00	2	....do.....	.....	
			1	Baracoa.....	1	260 bbls. flour, 200 bbls. meal, 75 bbls. crackers, 70 bbls. pork, 100 bags bread, 100 bags corn, 100 bags oats, 50 bags peas, 25 bags coffee, and sundries.	6,000 00	1	....do.....	.....	
			1	Martinique	1	350 bbls. flour, 300 bbls. meal, 200 bbls. pork, 100 bbls. bread, 175 bags bread, 100 bags oats, 25 bbls. & 75 half-bbls. beef, 75 bbls. crackers, 100 kegs butter, 400 boxes candles, 23 horses and 53 mules, &c.	18,000 00	1	300 bbls. flour, 203 bbls. pork, 65 bbls. beef, 300 bbls. meal, 100 kegs butter, 250 bags peas, 18 horses, 40 mules, &c.	$10,000 00	
			1	St. Vincent.....	1	220 bbls. and 150 bags bread, 20 bbls. and 75 half-bbls. beef, 50 bbls. pork, 200 bags corn, 300 bags peas, 200 bags oil-cake, and assorted provisions.	20.000 00	1	34 mules, 2 horses, &c.....	.....	

			7	Trinidad	7	3,766 bbls. flour, 1,400 bbls. meal, 530 bbls. and 705 bags bread, 809 bbls. crackers, 1,220 bags corn, 720 bbls. and 20 half bbls. pork, 40 bbls. and 150 half bbls. beef, 392 bbls. and 998 bags peas, 800 bush. oats, 70 bdls. hay, 17 kegs tobacco, 650 boxes cheese, 1,760 boxes candles, 100 kegs butter, 103 horses, 394 mules, and sundries.	128,000 00	7	340 bbls. flour, 200 boxes cheese, 38 bbls. and 150 bags bread, 175 bbls. pork, 614 boxes candles, 1,600 bushels oats, 170 bundles hay, 200 bags corn, 280 bags peas, 32 horses, 213 mules, and hides, skins, lard, whale oil, &c.	32,400 00
			2	New York.....	2	1,094 bbls. flour, 721 bbls. meal, 233 bbls. and 100 half bbls. pork, 141 bbls. and 75 half bbls. beef, 161 bbls. crackers, 400 bags bread, 200 bags rice, 230 kegs butter, 200 bags corn, 410 bags peas, 1,000 boxes candles, 43 horses, 78 mules, and sundries.	38,000 00	2	Ballast	.....
			2	Antigua	2	818 bbls. flour, 891 bbls. meal, 238 bbls. and 85 half bbls. pork, 170 bbls. and 100 half bbls. beef, 50 bbls. crackers, 40 bbls. bread, 225 bbls. and 150 bags peas, 200 bags corn, 225 bags oats, 200 kegs butter, 1,071 boxes candles, 100 kegs tobacco, 200 bags bread, 38 horses, 147 mules, &c.	40,000 00	2	200 bbls. flour, 300 bbls. meal, 100 bags corn, 25 bags oats, 100 bundles hay, 29 mules, &c.	7,000 00
			1	In port	1	700 bbls. flour, 230 bbls. meal, 100 bbls. pork, 70 bbls. crackers, 150 bags bread, 200 bags corn, 200 boxes cheese, 50 kegs butter, 10 horses, 66 mules, &c.	18,000 00	1	In port	.....
	2	Philadelphia.....	1	Turk's Island....	1	418 bbls. flour, 700 bbls. meal, 171 bbls. pork, 88 half bbls. beef, 442 bbls. bread, 413 bbls. crackers, 473 bags corn, 525 kegs butter, &c.	18,000 00	1	Ballast	.....
			1	Cuba.....	1	980 bbls. flour, 1,420 bbls. meal, 282 bbls. crackers, 600 bags corn, 128 bbls. and 28 half bbls. beef, 348 bags bread, 182 boxes and 356 half boxes candles, &c.	20,000 00	1	....do.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BARBADOES.											
J. F. Smith.											
Quarter ended March 31, 1861—Continued.	3	Philadelphia.....	2	St. Thomas	2	1,035 bbls. flour, 280 bbls. meal, 430 bags corn, 834 bbls. crack'rs, 50 bbls. bread, 700 boxes candles, 100 half bbls. beef, 400 bags oats, 590 tins lard, 550 kegs butter, 439 bags bread, 1 hhd. and 30 bbls. tobacco, &c.	$22,000 00	2	Ballast	.....	
			1	Antigua	1	66 bbls. herrings, 175 kegs butter, 250 tins lard, 375 boxes candles, 40 bbls. bread, 50 bags bread, 200 bbls. crackers, &c.	5,600 00	1	4 hhds. and 35 boxes tobacco, 400 bags corn, 70 bbls. meal, 100 kegs, butter, &c.	$3,000 00	
	1	Alexandria, Va...	1	St. Thomas.....	1	1,225 bbls. flour, 300 bbls. crackers, 20 bbls. beef, 226 bags corn, 7,000 staves, 5 hhds. tobacco, &c.	10,000 00	1	Ballast	....	
	7	Norfolk, Va.....	6	....do.	6	631,000 staves, 34,000 shingles, 11,000 ft. pitch pine lumber, 55 shooks, 823 bags corn, 200 bags oats, 530 bags peas; tobacco, beef, &c.	42,500 00	6	....do..... ...	.....	
			1	Dominica.....	1	72,000 shingles, 20,000 staves, 25 bags peas, 25 bags corn, 3 bbls. turpentine.	4,000 00	1	....do.....	.....	
	4	Elizabeth City...	1	St. Martin's.....	1	110,000 red oak staves, 29,000 shingles.	8,000,00	1	....do.....	.....	
			1	Anguilla.....	1	200,000 shingles.....	2,400 00	1	....do.	.....	
			1	Rum Cay.....	1	299,000 shingles, &c.....	4,000 00	1	....do.....	.....	
			1	St. Thomas.....	1	340,000 shingles and 1,000 bushels corn.	4,000 00	1	....do.....	.....	
	1	Washington	1	....do.	1	130,000 shingles, 29,000 staves.	4,000 00	1	....do...	...	
	1	Wilmington	1	Wilmington	1	122,000 feet lumber.....	3,500 00	1	... do.....	.....	

	1	Georgetown, S. C	1	St. Thomas	1	130,000 ft. pitch pine lumber, 22 bbls. tar, 10 bbls. rosin, and staves.	4,500 00	1	....do		
	1	Fernandina	1	....do.	1	153,000 feet pitch pine lumber.	3,490 00	1	....do		
	1	Pensacola	1	....do.	1	106,000....do.....do.	2,500 00	1	...do		
	1	Turk's Island	1	....do.	1	1,500 bushels salt	270 00	1	....do		
	1	Nickerie, Surinam	1	....do.	1	5,600 feet hard wood	7,000 00	1	....do		
	1	Montevideo	1	....do.	1	87 horses	4,350 00	1	...do		
	1	Callao	1	Havana	1	900 tons guano	63,000 00	1	....do		
	1	Ahagua, Guinea	1	New York	1	Palm oil	13,000 00	1	...do		
	7	Whaling	7	Whaling	6	435 bbls. sperm and whale oil.	19,335 00	6	375 bbls. sperm and whale oil.	16,835 00	
					1	Not stated		1	Not stated		
	62		62		62		574,845 00	62		191,735 00	
Quarter ended June 30, 1861.	1	In port	1	St. Kitt's	1	Not received		1	Ballast		Entered: 14 barks, 13 brigs, 1 brigantine, 9 schooners—37, 1 brig in port.
	1	Calais	1	Trinidad	1	198,000 shingles, 112,000 feet white pine, 3,000 laths.	3,550 00	1	112,000 feet white pine and 3,000 laths.	2,000 00	
	2	Bangor	1	St. Thomas	1	120,000 feet white pine	2,500 00	1	Ballast		Cleared: 12 barks, 13 brigs, 1 brigantine, 9 schooners—35, and 3 in port.
			1	In port	1	152,000 feet.....do	3,200 00	1	In port		
	1	Boston	1	St. Thomas	1	180 tons ice and iced provisions	7,500 00	1	Ballast		
	13	New York	5	....do.	5	79,200 staves, 2,504 bbls. flour, 1,823 bbls. meal, 300 bbls. and 550 bags peas, 550 boxes candles, 550 bbls. crackers, 200 bbls. bread, 575 bags corn, & assorted provisions.	45,500 00	4	.. do		Agg'te tonnage entered: 7,469 and 14-95.
								1	Tobacco, hoops, &c	450 00	
			1	New Haven	1	600 bbls. flour, 150 bbls. pork, 225 bbls. crackers, 845 bbls. meal, 185 bags bread, 500 boxes candles, and assorted provisions.	12,000 00	1	Ballast		
			2	Porto Rico	2	1,219 bbls. flour, 600 bbls. meal, 150 bbls. pork, 200 bbls. crackers, 300 bags corn, 545 bags bread, 30 boxes and 10 kegs tobacco, 47 mules, 52 horses, and sundries.	37,000 00	1	8,000 hoops, &c.	300 00	
								1	Ballast		
			1	Trinidad	1	448 bbls. flour, 200 bbls. meal, 160 bbls. pork, 150 bbls. crackers, and provisions, and 11 horses and 17 mules.	14,000 00	1	Part of inward.		
			4	New York	4	2,838 bbls. flour, 1,170 bbls. meal, 575 bbls. pork, 885 bbls. crackers, 140 bbls. bread, 1,720 boxes candles, 200 bags peas, 380 bags corn, 1,313 bundles shooks, 12 horses, 20 mules, &c.	62,000 00	2	165 puncheons molasses	3,000 00	
								1	Part of inward	4,000 00	
								1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
BARBADOES.											
J. F. Smith.											
Quarter ended June 30, 1861—Continued.	1	New York.....	1	In port	1	700 bbls. flour, 600 bbls. meal, 80 bbls. pork, 300 bags corn, and assorted provisions.	$16,000 00	1	In port	.....	
	4	Philadelphia.	1	Cienfuegos	1	44,000 staves, 194 bbls. flour, 580 bbls. meal, 219 bbls. crackers, and assorted provisions.	6,000 00	1	Ballast	.....	
			1	St. Thomas.....	1	440 bbls. flour, 1,250 bbls. meal, 100 bbls. bread, 100 bbls. pork, and assorted provisions.	18,000 00	1	.....do.....	.....	
			1	Cuba.....	1	930 bbls. flour, 900 bbls. meal, 350 boxes candles, 480 bbls. crackers, and assorted provisions.	20,000 00	1	.....do.....	.....	
			1	In port	1	1,048 bbls. meal, 200 bbls. crackers, 270 bbls. pork, 425 bags corn, 508 bbls. bread, and assorted provisions.	17,000 00	1	In port	.....	
	1	Baltimore.	1	Baltimore	1	1,161 bbls. meal, 100 bags corn.	6,000 00	1	Ballast	.....	
	1	Norfolk.	1	Demarara	1	Spars and corn.....	4,500 00	1	600 bbls. flour, 250 bbls. meal, 200 bags corn, 170 bbls. bread, 200 pckgs. lard, &c.	$7,000 00	
	3	Elizabeth City...	3	Elizabeth City...	3	535,000 shingles, 295 bags corn, 5,000 staves.	7,000 00	2	Ballast	.....	
								1	Sugar and molasses	380 00	
	1	Wilmington, N. C.	1	St. Thomas.....	1	85,000 feet white pine	3,000 00	1	Ballast	.....	
	1	Plymouth	1	....do.	1	200,000 shingles.....	1.800 00	1	....do.....	.....	
	1	Georgetown, S. C.	1	... do..	1	102,000 feet pitch pine.....	3,200 00	1	....do.....	.....	
	1	Jacksonville, Fla.	1	....do.	1	100,000 feet pitch pine.....	3,000 00	1	....do.....	.....	
	1	Surinam	1	... do.	1	40 cords wood.	250 00	1	....do.....	.....	
	1	Montevideo.....	1	Searsport.....	1	96 mules	4,500 00	1	....do.....	.....	
	4	Whaling	4	Whaling	4	660 gallons sperm oil.....	25,000 00	4	330 gallons sperm oil...	13,830 00	
	38	.....	38	.....	38	....	32,500 00	38	.....	30,960 00	

Quarter ended September 30, 1861.	3	In port	3	Not reported	3	....	.....	3	Not reported.....	.....	Entered: 18 barks, 4 brigs, 5 brigantines, 9 schooners—36, and 3 in port.
	20	New York.....	20	Omitted in return.	20	12,319 bbls. flour, 6,586 bbls. meal, 1,574 bbls. pork, 2,805 bbls. crackers, 900 bbls. pilot bread, 2,802 bags bread, 2,960 bags corn, 2,744 bags peas, 100 puncheons oil-meal, 400 bags oil cake, 16,664 bdls. shooks, 105,600 staves, 72,000 feet white pine, 50 kegs tobacco, 67 horses, and assorted provisions and sundries.	238,360 00	1	Inward cargo	20,000 00	
								1	Part of inward cargo.	4,000 00	
								1	115 puncheons molasses.....	2,400 00	
								1	150 puncheons molasses.....	2,800 00	
								1	125 puncheons molasses.....	2,200 00	
								1	146 puncheons molasses.....	2,600 00	
								14	Ballast	.....	
	4	Calais.	4	Omitted in return.	4	389,000 ft. white pine, 815,000 shingles, 124 bdls. shooks, 1,100 bbls. herrings, 25,000 laths.	25,500 00	1	Part of inward.	800 00	
								3	Ballast	....	
	2	Bangor	2	....do	2	290,000 feet white pine, 20,000 shingles.	3,440 00	2	....do.....	.....	
	1	Port Medway...	1	....do.	1	160,000 feet white pine.	2,000 00	1	....do.....	.....	
	5	Philadelphia....	5	....do.	5	1,958 bbls. flour, 1,204 bbls. meal, 1,095 bbls. pork, 1,447 bbls. crackers, 2,308 bags corn, 1,274 bags bread, 50 bags peas, 222 puncheons oil-meal, 15,000 staves, 500 bdls. shooks, and assorted provisions.	74,400 00	1	Sugar and molasses	600 00	
								4	Ballast	....	
	3	Baltimore	3	....do.	2	2,741 bbls. flour, 1,391 bbls. meal, 130 half barrels meal, 850 bags corn, 84 boxes cheese.	18,450 00	1	Part of inward.	3,700 00	
								2	Ballast	.....	
	1	Demarara	1	....do.	1	823 bbls. flour, 548 bbls. meal, 50 bbls. bread, 100 bbls. pork, 200 bags peas, &c.	22,500 00	1	.....do.....	.....	
	39	....	39	.....	39	.....	384,650 00	39	.....	39,100 00	
PORT OF SPAIN, TRINIDAD. *Richard S. Newbold.*											
Quarter ended December 31, 1860.	1	Calais	1	New Orleans	1	150,000 feet white pine lumber	2,500 00	1	Ballast	.....	Entered: 9 barks, 1 brig, 7 brigantines, and 13 schooners—30.
	1	Bangor..... ...	1	Bonaire	1	Lumber	3,500 00	1	....do.....	.....	
	2	Boston	2	....do	2	Ice and provisions	20,000 00	2	....do.....	.....	Cleared: 9 barks, 1 brig, 7 brigantines, and 13 schooners—30.
	2	New York.....	1	Dominica	1	Mules and horses	12,000 00	1	....do.....	.....	
			1	St. Martin's	1	50 mules, 10 horses, &c.....	10,500 00	1	....do.....	.....	Agg'te tonnage entered: 6,310.
	1	Philadelphia.....	1	Boston	1	Breadstuffs and provisions ...	11,500 00	1	235 tons pitch.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
PORT OF SPAIN, TRINIDAD. *Richard S. Newbold.*											
Quarter ended December 31, 1860—Cont'd.	2	Philadelphia.....	1	St. Thomas.....	1	Breadstuffs and provisions....	$14,000 00	1	Ballast	.....	
			1	Turk's Island....	1	Provisions.....	12,500 00	1	....do.....	.....	
	5	Baltimore	1	Long Island	1	Breadstuffs and provisions....	12,000 00	1	....do.....	.....	
			2	St. Thomas	1	.....do.....	25,500 00	2	.. do.....	.....	
			1	St. Domingo....	1	.....do.....	11,500 00	1	....do..	.....	
			1	Sombrero	1	..... do.....	9,500 00	1	....do	.....	
	1	Norfolk	1	New York.....	1	Breads'ffs, shingles, and staves	6,000 00	1	100 tons pitch.....	.....	
	2	Elizabeth City...	1	Elizabeth City..	1	300,000 shingles.....	1,800 00	1	Ballast	.....	
			1	Turk's Island....	1	.....do.....	1,800 00	1	.. do..... ..	.....	
	1	Beaufort	1	Beaufort	1	125,000 feet pitch pine lumber.	1,800 00	1	....do	.....	
	1	Newbern	1	Granada.....	1	Pitch pine lumber and shingles	4,250 00	1	....do	.....	
	1	Wilmington	1	Sombrero.....	1	Pitch pine lumber	3,500 00	1	....do.....	.....	
	1	Georgia	1	St. Thomas.....	1	.....do.....	1,800 00	1	... do.....	.....	
	2	Florida...	1	Sombrero.....	1	176,000 feet pitch pine lumber.	2,800 00	1	....do.....	.....	
			1	Turk's Island...	1	90,000 feet pitch pine lumber..	1,400 00	1	... do.....	.....	
	5	Barbadoes.....	1	New Haven	1	Stock and provisions.....	10,000 00	1	....do.....	.....	
			3	New York.....	3	Stock and mules	27,000 00	3	22,800 lbs. cocoa and ballast..	.....	
			1	Bonaire	1	75 tons ice..	1,000 00	1	Ballast	.....	
	1	Demarara	1	Granada.....	1	Equestrians.....	.....	1	....do.....	.....	
	1	Antigua	1	New York.....	1	39 mules.....	4,500 00	1	....do	.....	
	30	.....	30	.....	30	.....	212,650 00	30	....	... .	
Quarter ended March 31, 1861.	1	Eastport.....	1	St. Thomas.....	1	Lumber	2,000 00	1	Ballast	.....	Entered: 10 barks, 2 brigs, 3 brigantines, and 10 schooners—25. Cleared: 10 barks, 2 brigs, 3 brigantines, and 10 schooners—25. Agg'te tonnage entered: 4,988.
	2	Boston	2	Porto Rico.....	2	Ice and 90,000 ft. p. p lumber .	12,400 00	2	....do.....	.....	
	6	New York.	2	....do.....	2	Flour, stock, mules, &c.....	25,000 00	2	....do.....	.....	
			3	St Thomas.....	3	Ice, mules, shooks, and prov'ns	22,800 00	3	....do.....	.....	
			1	Anguilla.....	1	80 mules and 2 horses	8,000 00	1	....do.....	.....	
	1	Philadelphia.....	1	St. Thomas.....	1	Provisions	14,000 00	1	....do.....	.....	
	1	Baltimore	1	Baltimore	1	Breadstuffs	6,500 00	1	....do.....	.....	
	1	Norfolk	1	St. Thomas	1	Staves.....	4,500 00	1	....do.....	.....	
	1	Elizabeth City ...	1	Turk's Island....	1	300,000 shingles.....	1,800 00	1	....do.....	.....	

	1	Plymouth, N. C..	1	St. Thomas	1	Shingles.....	1,000 00	1	....do.....	.....	
	1	Newbern, N. C ..	1	Elizabeth City...	1	190,000 shingles	1,200 00	1	....do.....	.....	
	1	Wilmington, N. C.	1	St. Thomas.....	1	Lumber	2,000 00	1	....do.....	.....	
	1	Georgetown, S. C.	1	Georgetown, S. C.	1	160,000 feet pitch pine lumber.	2,100 00	1	....do.....	.....	
	1	Fernandina.....	1	St. Thomas.....	1	Provisions	13,000 90	1	....do.....	.....	
	7	Barbadoes	3	New York.....	3	Provisions, mules, &c.....	25,500 00	3	....do.....	.....	
			3	Porto Rico.	3	Mules, horses, &c	17,500 00	3	....do.....	.....	
			1	Antigua	1	Mules and provisions.....	7,000 00	1	Part of inward cargo	.....	
	25	.....	25	.....	25	.....	166,300 00	25	.....	.....	
KINGSTON, JAMAICA.											
John T. Neal.											
Quarter ended December 31, 1860.	2	Bangor	1	New York.....	1	Lumber.	.....	1	Coffee and wood..... ..	.....	Entered: 1 bark, 2 ships, 10 brigs, 12 schooners, 1 ketch—26.
			1	Bangor	1	....do.....	.....	1	Ballast	.....	
	4	Boston	1	Norfolk	1	Ice	.....	1	....do.....	.....	Cleared: 1 bark, 2 ships, 10 brigs, 12 schooners, 1 ketch—26.
			1	Black River, Ja..	1	Ice	.....	1	Sugar and wood.....	.....	
			1	New Orleans	1	Provisions	.....	1	Rum and fruit.....	.....	Agg'te tonnage entered: 4,600.
			1	Not stated.....	1	Not stated	.....	1	Fruit	.....	
	3	New York.....	1	Aspinwall	1	General cargo.....	.....	1	General cargo..... .	.....	
			1	Harwick	1	....do.....	.....	1	....do.....	.....	
			1	Not stated.....	1	Not stated	.....	1	Not stated	.....	
	2	Philadelphia	1	Philadelphia.....	1	Provisions and lumber.....	.....	1	Assorted cargo.....	.....	
			1	Falmouth, Ja ...	1	....do.....	.....	1	Coffee and wood.....	.....	
	7	Baltimore	2	New York.....	2	....do.....	.....	2	....do..	.....	
			1	Mexico	1	....do.....	.....	1	Assorted cargo.....	.....	
			1	Navasser	1	....do.....	....	1	Ballast.....	.....	
			1	Baltimore.....	1	....do	... .	1	Rum and wood.....	.....	
			1	San Blas	1	...do.....	.....	1	Ballast	.....	
			1	Not stated.....	1	...do.....	.....	1	Coffee and wood.....	. .....	
	2	Norfolk	1	New York.....	1	Shingles and staves	.....	1	Part inward cargo.....	.....	
			1	Not stated.....	1	....do.....	.....	1	Unknown.....	.....	
	1	Jacksonville	1	Mexico	1	White pine lumber.....	.....	1	Lumber	.....	
	1	New Orleans ...	1	Not stated.....	1	Ballast	..... .	1	Unknown.....	.....	
	1	Aspinwall	1	S—— Bay.....	1	....do.....	.....	1	Logwood	.....	
	1	Newport, Eng....	1	New Orleans	1	Coal.....	.....	1	Unknown.....	.....	
	1	Not stated.....	1	Falmouth, Ja.....	1	Ship boards.....	.....	1	Lumber	.....	
	1	Falmouth, Ja...	1	New York.....	1	Ballast	.....	1	Coffee and wood.....	.....	
	26	.....	26	....	26	....	... .	26	.....	$23,300 06	
Quarter ended March 31, 1861.	1	Machias.....	1	Morant Bay, Ja..	1	White pine lumber.....	.....	1	Inward cargo	.....	Entered: 3 barks, 6 brigs, 24 schooners—33.
	2	Boston	1	St. Jago de Cuba.	1	Ice	.....	1	Ballast	.....	
			1	New York.....	1	Flour, pork, &c.....	.....	1	Oranges	.....	Cleared: 3 barks, 6 brigs, 24 schooners—33.
	4	New York.....	3	....do.	3	General cargo and provisions.	.....	3	Coffee, wood, old metal, &c.	.....	
			1	Aspinwall	1	Provisions	.....	1	Coal	....	Agg'te tonnage entered: 5,836.
	2	Philadelphia	1	Morant Bay, Ja..	1	....do.....	.....	1	Assorted cargo.....	....	
			1	Not stated.....	1	....do	....	1	Part of inward cargo	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH VESSEL, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
KINGSTON, JAMAICA.											
John T. Neal.											
Quarter ended March 31, 1861—Continued.	1	Philadelphia	1	Cienfuegos	1	Provisions and lumber		1	Ballast		
	8	Baltimore	1	New York	1	Provisions		1	Rum, coffee, and wood		
			1	Old Harbor	1	do		1	Logwood		
			1	Falmouth, Ja	1	do		1	Part inward cargo		
			1	Salt River	1	Provisions and lumber		1	Sugar and wood		
			1	St. Jago de Cuba	1	Provisions		1	Ballast		
			1	Old Providence	1	Unknown		1	Unknown		
			2	Santa Martha	2	General cargo and provisions		2	Part inward cargo		
	2	Jacksonville	1	New York	1	White pine lumber		1	Logwood		
			1	Falmouth	1	do		1	Part inward cargo		
	4	New Orleans	4	New Orleans	4	Provisions, shingles, and ballast		4	Fruit		
	2	Aspinwall	1	Black River	1	Not stated		1	Logwood		
			1	Port au Prince	1	Ballast		1	General cargo		
	2	St. Thomas	1	New Orleans	1	do		1	Fruit		
			1	Not stated	1	Not stated		1	Ballast		
	1	Morant Bay, Ja	1	New York	1	Ballast		1	Pimento and wood		
	1	Port au Prince	1	Mobile	1	do		1	Fruit		
	1	Falmouth	1	Not stated	1	Provisions and shingles		1	Coffee and wood		
	1	Curaçoa	1	Gulf of Mexico	1	Ship stores and ballast		1	Ballast		
	1	Savana la Mar	1	New York	1	Logwood		1	Coffee and wood		
	33		33		33			33		$28,943 08	
Quarter ended June 30, 1861.	1	New York	1	Not stated	1	Not stated		1	Not stated		Entered: 2 barks, 5 brigs, 8 schooners—15.
	2	Philadelphia	1	Trinidad de Cuba	1	Provisions		1	Ballast		Cleared: 2 barks, 5 brigs, 7 schooners—14, and 1 sold.
			1	Montego Bay, Ja	1	General cargo		1	Part inward cargo		Agg'te tonnage entered: 2,596.
	1	Baltimore	1	Cienfuegos	1	do		1	Ballast		
	1	Elizabeth City	1	Manzanilla	1	Ballast		1	do		
	1	New Orleans	1	New York	1	Corn and potatoes		1	Fruit		
	1	St. Thomas	1	Falmouth, Ja	1	Ballast		1	Rum and coffee		
	1	Winterport	1	Cienfuegos	1	Lumber		1	Ballast		
	1	Savana la Mar	1	New York	1	Ballast		1	Coffee, wood, &c		
	1	Falmouth, Ja	1	do	1	do		1	Ballast		

	1	Manzanilla	1	Montego Bay	1	General cargo		1	Part inward cargo		
	2	Newport, Wales	1	Black River	1	Coal		1	Cocoa-nuts, wood, &c		
			1	Not stated	1	Coal		1	Sold at this port		
	2	Port Maria, Ja	1	Baltimore	1	Provisions and lumber		1	Ballast		
			1	Cuba	1	Not stated		1	do		
	15		15		15			15			
Quarter ended September 30, 1861.	2	New York	1	Black River	1	Provisions		1	Lumber		Entered: 2 barks, 1 brig, 3 schooners—6.
			1	do	1	Flour		1	Part inward cargo		
	2	Philadelphia	2	do	2	General cargo and provisions		2	Part inward cargo and ballast		Cleared: 2 barks, 1 brig, 3 schooners—6.
	1	Aspinwall	1	do	1	Ballast		1	Ballast		
	1	Aux Cayes	1	Not stated	1	Not stated		1	do		Agg'te tonnage entered: 1,483.
	6		6		6			6			
DEMARARA, BRITISH GUIANA. *A. W. Perot.* Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.	3	In port	1	Ponce, P. R.	1	Provisions, not previously reported.	$11,050 00	1	Ballast		Entered: 21 vessels, class not given—23 in port
			1	St. Thomas	1	Provisions, not previously reported.	14,000 00	1	do		Cleared: 24 vessels, class not given.
			1	do	1	Horses and mules, not previously reported.	7,630 00	1	do		Agg'te tonnage entered: 3,673 and 31-95.
	1	Boston	1	Boston	1	Shooks, flour, &c	4,277 00	1	do		
	12	New York	1	New York	1	Provisions	26,000 00	1	do		
			3	Turk's Island	3	do	90,000 00	3	do		
			5	St. Thomas	5	Provisions, staves, shooks, cheese, &c.	24,731 00	5	do		
			1	Porto Rico	1	Provisions	12,000 00	1	do		
			1	St. Martin's	1	do	6,350 00	1	do		
			1	In port	1	do	27,000 00	1	In port		
	1	Philadelphia	1	St. Thomas	1	do	13,000 00	1	Ballast		
	1	Norfolk	1	do	1	White and red oak staves	4,276 00	1	do		
	2	Georgia	1	do	1	Pitch pine lumber	4,979 00	1	do		
			1	St. Martin's	1	do do	4,960 00	1	do		
	1	Jacksonville	1	St. Thomas	1	do do	4,125 00	1	do		
	1	Barbadoes	1	East River	1	Provisions	7,000 00	1	do		
	1	St. John's, N. B.	1	Cuba	1	White pine lumber	1,850 00	1	do		
	1	London	1	Not stated	1	General merchandise	15,000 00	1	do		
	24		24		24		278,228 00	24			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRITISH DOMINIONS.											
DEMARARA, BRITISH GUIANA.											
A. W. Perot.											
Quarter ended September 30, 1861.	3	Calais	1	Calais	1	100,000 feet white pine lumber.	$2,300 00	1	Ballast		Entered and cleared: 9 barks, 8 brigs, 2 brigantines, 5 schooners—24.
			2	Philadelphia	2	283,000 feet white pine lumber.	5,243 00	2	do		
	2	Gloucester	1	Gloucester	1	Fish and breadstuffs	7,600 00	1	Part of inward	Unknown	
			1	New York	1	118,000 feet white pine lumber	1,800 00	1	Ballast		Agg'te tonnage entered: 5,632.
	3	Boston	1	Gloucester	1	Breadstuffs and fish	11,357 00	1	Old iron	$1,400 00	
			1	Boston	1	Ice and provisions	4,316 00	1	Ballast		
			1	St. Thomas	1	Breadstuffs and provisions	9,886 00	1	do		
	1	Plymouth	1	Turk's Island	1	Fish	7,200 00	1	do		
	2	New Haven	1	New Haven	1	Breadstuffs and provisions	8,245 00	1	do		
			1	Turk's Island	1	do do	10,513 00	1	do		
	11	New York	5	New York	5	do do	82,250 00	2	Old metal	2,100 00	
								1	10 hogsheads sugar	Unknown	
								2	Ballast		
			3	Turk's Island	3	Breadstuffs, provisions, and staves.	46,334 00	2	do		
								1	Part inward cargo and old metal.	Unknown	
			1	London	1	100,800 staves	5,658 00	1	7,171 cubic feet timber	4,000 00	
			1	Barbadoes	1	Breadstuffs and provisions	14,500 00	1	Inward cargo	14,500 00	
			1	St. Thomas	1	do do	16,115 00	1	Ballast		
	1	Baltimore	1	do	1	do do	15,586 00	1	do		
	1	Calcutta	1	Havana	1	Rice, 5,443 bags	22,500 00	1	Inward cargo	22,500 00	
	24		24		24		263,860 00	24		44,500 00	
FRENCH DOMINIONS											
HAVRE.											
F. J. Grund.											
Quarter ended December 31, 1860.	7	In port	3	New York	3	Before reported		3	Wines, dry goods, &c	Not given	Entered: 7 steamers, 29 ships, 2 barks—38, and 7 in port.
			1	Mobile	1	do		1	Ballast		
			3	New Orleans	3	do		3	Wines, dry goods, ballast, &c.	Not given	

	16	New York.....	11	New York.....	11	Cotton, tobacco, flour, wheat, ashes, rosin, hides, staves, specie, &c.; 3,894 bales cotton, 12,834 sacks wheat.	Not given....	11	....do..... .....do.....	....	Cleared: 7 steamers, 27 ships, 2 barks—36, and 9 in port. Agg'te tonnage entered: 48,422 and 37-95.
			5	In port	5	5,879 bales cotton, 5,271 sacks wheat, rosin, hides, staves, ashes, specie, &c.	....do.....	5	In port	.....	
	2	Charleston	1	Charleston.....	1	3,003 bales cotton	.....	1	Ballast	.....	
			1	New Orleans	1	3,290 bales cotton, rice, staves, &c.	.....	1	....do.....	.....	
	2	Mobile	1	Bordeaux.....	1	1,252 bales cotton	.....	1	....do.....	....	
			1	New Orleans	1	2,897 bales cotton, ashes, wheat, &c.	....	1	.. do.....	.....	
	17	New Orleans ...	2	New York.....	2	3,858 bales cotton, wheat, tobacco, staves, &c.	Not given....	2	Wines, dry goods, &c.....	.....	
			11	New Orleans....	11	33,783 bales cotton, flour, wheat, tobacco, rice, rosin, staves, hides, specie, &c.	....do	11	Wines, dry goods, ballast, &c..	.....	
			4	In port	4	13,626 bales cotton, wheat, staves, specie, &c.	....do.....	4	In port	.....	
	1	Rangoon	1	New York.....	1	Rice, 11,000 sacks, ivory, horns, &c.	....do.....	1	Wines, dry goods, &c.....	....	
	45	....	45	.....	45	71,482 bales cotton; 18,105 sacks wheat, &c.	....	45	....	.....	
Quarter ended March 31, 1861.	9	In port	5	New York.....	5	Given in former return.....	.....	5	Wines, dry goods, &c.....	.....	Entered: 3 steamers, 107 ships, 18 barks, 2 brigs, 4 schooners—134, and 9 in port.
			4	New Orleans	4	....do.....	.....	1	....do.....	.....	
								3	Ballast	... .	
	23	New York.....	11	New York.....	11	12,711 bales cotton, 7,155 sacks wheat, rice, tobacco, staves, ashes, copper, alcohol, specie, &c.	Not given ...	11	Wines, dry goods, &c.....	....	Cleared: 3 steamers, 92 ships, 9 barks, 2 brigs, 3 schooners—109, and 34 in port. Agg'te tonnage entered: 114,613 and 79-95.
			2	Havana	2	2,390 bales cotton, staves, ashes, &c.	.....	2	Ballast	.....	
			10	In port	10	12,903 bales cotton, 4,182 sacks wheat, ashes, staves, &c.	....	10	In port	.....	
	1	City Point.	1	City Point.....	1	106 bales cotton, tobacco, &c..	.....	1	Ballast	... .	
	6	Charleston	1	Charleston	1	3,495 bales cotton, &c.....	.....	1	... do....	....	
			1	New Orleans	1	3,014 bales cotton	.....	1	....do.....	....	
			1	St. Thomas.....	1	1,001 bales cotton, rice, &c....	.....	1	....do	.....	
			3	In port	3	7,255 bales cotton	.....	3	In port	.....	
	4	Savannah	1	Savannah	1	Cotton, 1,500 bales; wheat, coffee, &c.	.....	1	Ballast	.....	
			1	New Orleans	1	Cotton, 1,516 bales; rice, &c..	.....	1	....do.....	.....	
			2	Havana	2	Cotton, 3,163 bales.....	.....	2	....do	.....	
	9	Mobile	4	New York.....	4	Cotton, 9,779 bales.....	.....	4	....do	.....	
			1	Savannah	1	Cotton, 2,834 bales..... ...	.....	1	....do...	.....	
			4	Mobile	4	Cotton, 13,726 bales.....	.....	4	....do	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
HAVRE.											
F. J. Grund.											
Quarter ending March 31, 1861—Continued.	16	Mobile	8	New Orleans	8	Cotton, 24,198 bales; staves, &c.		8	Ballast		
			4	Havana	4	Cotton, 5,367 bales		4	do		
			1	Bordeaux	1	Cotton, 918 bales		1	do		
			1	Cardiff	1	Cotton, 1,463 bales		1	do		
			1	Sunderland	1	Cotton, 2,914 bales		1	do		
			1	In port	1	Cotton, 3,201 bales; staves, &c		1	In port		
	71	New Orleans	2	New York	2	Cotton, 5,826 bales; hides, rosin, &c.		2	Ballast		
			1	Savannah	1	Cotton, 1,797 bales; staves, &c.		1	do		
			44	New Orleans	44	Cotton, 125,410 bales; wheat, rice, staves, sarsaparilla, specie, &c.		3	Wines, dry goods, &c		
								41	Ballast		
			1	Bordeaux	1	Cotton, 1,195 bales; hides, &c.		1	do		
			1	Newport	1	Cotton, 3,648 bales; rosin, &c.		1	do		
			1	Cardiff	1	Cotton, 2,000 bales		1	do		
			1	Gottenburg	1	Cotton, 2,558 bales; wheat, tobacco, and staves.		1	do		
			1	Havana	1	Cotton, 2,147 bales; staves, &c.		1	do		
			1	St. Thomas	1	Cotton, 1,696 bales					
			18	In port	18	Cotton, 43,946 bales; staves, &c.		18	In port		
	3	Galveston	1	New York	1	Cotton, 1,044 bales		1	Ballast		
			1	Shields	1	Cotton, 542 bales		1	do		
			1	In port	1	Cotton, 914 bales		1	In port		
	1	In distress	1	do	1	Ballast, &c	Not stated.	1	do		
	143		143		143	306,277 bales cotton, &c		143			
Quarter ended June 30, 1861.	34	In port	3	Bath	3	In last return		3	Ballast		Entered; 3 steamers, 83 ships, 8 barks, 2 brigs—96, and 34 in port.
			1	Camden	1	do		1	do		
			1	Boston	1	do		1	do		
			9	New York	9	do		4	Wines, dry goods, &c		Cleared: 3 steamers, 96 ships, 14 barks, 2 brigs, 1 schooner—116, and 14 in port.
								5	Ballast		
			1	Charleston	1	do		1	do		

		2	Havana	2	do		2	do		Agg'te tonnage entered: 90,945 and 23-95.
		1	Cuba	1	do		1	do		
		4	Cardiff	4	do		4	do		
		3	Newport	3	do		3	do		
		4	Sunderland	4	do		4	do		
		1	Swansea	1	do		1	do		
		1	New Castle	1	do		1	do		
		2	Bordeaux	2	do		2	do		
		1	Cronstadt	1	do		1	do		
26	New York	14	New York	14	Cotton, 9,600 bales; wheat, 15,995 sacks; ashes, rubber, staves, lard, specie, and sundries.	Unknown.	5	Wines, dry goods, &c		
							9	Ballast		
		1	Boston	1	Guano, 1,720 tons	Unknown.	1	do		
		1	Baltimore	1	Cotton, 550 bales; wheat, &c	Unknown.	1	do		
		2	Bordeaux	2	Cotton, 1,418 bales; guano, 360 tons; alcohol, wheat, &c.	Unknown	2	do		
		1	Sunderland	1	Cotton, 294 bales; hides, moss, &c.		1	do		
		1	Cardiff	1	Cotton, 462 bales; tobacco, &c.		1	do		
		6	In port	6	Cotton, 2,856 bales; wheat, 6,531 sacks; corn, tobacco, staves, quercitron bark, and sundries.		6	In port		
47	New Orleans	1	Bath	1	Cotton, 2,811 bales; hides, &c.		1	Ballast		
		1	Portland	1	Cotton, 2,905 bales		1	do		
		1	Rockland	1	Cotton, 3,223 bales; staves		1	do		
		1	Boston	1	Cotton, 3,099 bales		1	do		
		9	New York	9	Cotton, 27,212 bales; wheat, hides, and sundries.		3	Wines, dry goods, &c		
							6	Ballast		
		1	New Orleans	1	Cotton, 1,880 bales; rosin, staves, &c.		1	Wines, dry goods, &c		
		1	St. John's	1	Cotton, 3,132 bales; sundries		1	Ballast		
		1	St. Lawrence river	1	Cotton, 3,455 bales		1	do		
		3	Quebec	3	Cotton, 9,864 bales; staves, sugar, &c.		3	do		
		9	Cardiff	9	Cotton, 24,154 bales; hides, staves, rice, lard, lead, and sundries.		9	do		
		7	Sunderland	7	Cotton, 16,251 bales, &c		7	do		
		3	Newport	3	Cotton, 8,679 bales; rice, staves, &c.		3	do		
		3	Cadiz	3	Cotton, 9,879 bales; flour, hides, and staves.		3	do		
		2	Onega, Russia	2	Cotton, 7,147 bales; hides, staves, and sundries.		2	do		
		2	Skelleptea	2	Cotton, 7,116 bales; staves, &c		2	do		
		1	Buctouche	1	Cotton, 2,101 bales		1	do		
		1	Handrossan	1	Cotton, 1,755 bales; staves		1	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
HAVRE.											
F. J. Grund.											
Quarter ended June 30, 1861—Continued.	9	New Orleans	1	Musquash	1	Cotton, 1,772 bales; staves, corn, and oats.	.....	1	Ballast	.....	
			8	In port	8	Cotton, 24,715 bales; wheat, corn, and oats, tobacco, hides, staves, and sundries.	.....	8	In port	.....	
	3	Charleston	2	Liverpool	2	Cotton, 5,369 bales; rice	.....	2	Ballast	.....	
			1	Bath	1	Cotton, 2,672 bales	.....	1	....do	.....	
	1	Savannah.	1	St. John's.....	1	Cotton, 2,406 bales; rice	.....	1	....do	.....	
	7	Mobile	2	New York.....	2	Cotton, 5,991 bales.....	.....	2	....do	.....	
			1	Hampton Roads..	1	Cotton, 2,325 bales.	.....	1	.. do	.....	
			2	Cardiff	2	Cotton, 4,697 bales.....	.....	2	... do	.....	
			1	Ruckibucto.....	1	Cotton, 2,682 bales.	.....	1	....do	.....	
			1	Sunderland.....	1	.....	.....	1	.....	.....	
	1	Galveston.	1	New York.....	1	Cotton, 1,053 bales.....	.....	1	... do	.....	
	1	Cuba.....	1	Cardiff	1	Palm leaves, 6,850 packages; lumber, &c.	.....	1	....do	.....	
	1	Nassau, N. P....	1	St. John's.	1	Cotton, 2,593 bales; sponge...	.....	1	....do	.....	
	130	....	130	.....	130	207,651 bales cotton, &c	.....	130	.....	.....	
Francis J. Grund and Jas. G. Putnam.											
Quarter ended September 30, 1861.	14	In port	1	Portland.....	1	In last quarter	.....	1	Wines, dry goods, &c.....	.....	Entered: 4 steamers, 50 ships, 11 barks, 5 brigs—70, and 14 in port.
			6	New York.....	6	.....do.....	.....	3	....do	.....	
								3	Ballast	.....	
			1	Bath	1	.....do.....	.....	1	....do	.....	Cleared: 3 steamers, 48 ships, 7 barks, 4 brigs—62, and 22 in port.
			2	Shediac	2	.....do	.....	1	....do	.....	
			1	Quebec	1	.....do.....	.....	1	....do	.....	
			1	Pugwash	1	.....do.....	.....	1	....do	.....	Agg'te tonnage entered: 62,596 and 57 95.
			2	In port	2	.....do...	.....	2	In port	.....	
	1	Boston	1	Cardiff	1	965 hhds. sugar	.....	1	Ballast	.....	
	2	New Bedford ...	1	Pictou	1	614 barrels oil.....	.....	1	....do.....	.....	

		1	In port	1	494 barrels whale oil		1	In port		(Summary of imports during the quarter in 70 American vessels: 8,216 bales cotton, 552,217 sa'ks wheat, 70,356 bushels wheat, 18,451 bbls. flour, 3,087 hhds. tobacco, 3,403 hhds. sugar, 10,455 bbls. alcohol, 1,479 bbls. lard, 1,108 bbls. whale oil, 177 bbls. copper, 815 bbls. chrome, 1,502 bbls. ashes, 4,178 sacks quercitron, 15,860 dry hides, 169,255 staves, 15,482 pieces ship timber, 3,050 bushels oats; a large amount of specie, and a variety of merchandise not specified.)
	56	New York	27	New York	27	Wheat, 266,019 sacks; cotton, 3,738 bales; flour, ashes, tobacco, staves, lumber, copper, specie, &c.		14	Wines, dry goods, &c	
								13	Ballast	
			1	Boston	1	Wheat, 18,818 sacks		1	do	
			1	Callao	1	Wheat, 14,742 sacks		1	do	
			5	Cardiff	4	Wheat, 58,805 sacks		5	do	
					1	Staves, 27,960, and spars				
			1	Camden	1	Wheat, 4,546 sacks		1	do	
			1	St. John's, N. B.	1	Wheat, 20,490 sacks		1	do	
			1	Shields	1	Wheat, 12,520 sacks		1	do	
			1	Searsport	1	Wheat, 7,293 sacks		1	do	
			18	In port	15	Wheat, 148,984 sacks		18	In port	
					2	Wheat, 70,356 bushels				
					1	Flour, 4,751 barrels, &c.				
	1	Baltimore	1	Baltimore	1	Tobacco, 1,496 hhds., chrome, &c.		1	Ballast	
	1	Trinidad Cuba	1	Cardiff	1	Sugar, 1,206 hhds.		1	do	
	1	Cardenas	1	Swansea	1	Sugar, 552 hhds		1	do	
	1	Sagua	1	New York	1	Sugar, 659 hhds		1		
	1	Ardrossan	1	In port	1	Timber, 14,353 pieces		1	In port	
	1	Rimouski, C. E.	1	do	1	Deals		1	do	
	1	In distress	1	New York	1	Unknown		1	Unknown	
	4	New Orleans	1	do	1	Cotton, 834 bales, tobacco, &c.		1	Ballast	
			1	St. Andrew's	1	Cotton, 2,579 bales, tobacco, &c.		1	do	
			1	Port Neuf	1	Cotton, 394 bales, tobacco, &c.		1	do	
			1	Richibucto	1	Cotton, 608 bales, tobacco, &c		1	do	
	84		84		84			84		
BORDEAUX. *Gabriel G. Fleurot.*										
Quarter ended December 31, 1860.	13	In port	5	New York	13			5	Wine, brandy, prunes, sardines, &c.	$410,801 00	Entered: 3 ships, 4 barks—7, and 13 in port.
			4	New Orleans				4	Wine, brandy, sardines, cordials, &c.	263,066 00	Cleared: 8 ships, 9 barks, and 1 brig—18, and 2 in port.
			1	Galveston				1	Prunes	67,608 00	Agg'te tonnage entered: 3,485 and 22-95.
			1	San Francisco				1	Wine, brandy, sardines, oil, &c.	87,165 00	
			1	Cardiff				1	Ballast		
			1	Alicante				1	Railroad sleepers	11,600 00	
	2	New York	1	New York	1	Staves, bristles, and hides	$9,881 00	1	Wine, brandy, prunes, sardines, &c.	54,348 00	
			1	New Orleans	1	Staves	12,872 00	1	Wine, brandy, sardines, corks, &c.	78,120 00	
	1	Norfolk	1	New York	1	Tobacco	95,300 00	1	Wine, brandy, sardines, and sundries.	68,896 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
BORDEAUX.											
Gabriel G. Fleurot.											
Quarter ended December 31, 1860—Cont'd.	2	New Orleans	1	New Orleans	1	Cotton, tobacco, and staves...	$26,560 00	1	Wine, brandy, prunes, sardines, &c.	$73,804 00	
			1	In port	1	Staves and timber	3,383 00	1	In port	.....	
	1	Havre.	1	....do.	1	Ballast	.....	1	....do.....	.....	
	1	Nantes	1	New York.....	1	Guano.....	15,760 00	1	Wine, brandy, sardines, &c...	20,738 00	
	20	.....	20	....	20	....	163,756 00	20	.. ..	1,142,146 00	
Quarter ended March 31, 1861.	2	In port	1	New York.....	1	Before reported	.....	1	Wine, brandy, prunes, sardines and sundries.	47,536 00	Entered: 4 ships, 3 barks, 1 brig—8, and 2 in port.
			1	New Orleans	1	.....do.....	.....	1	Wine, brandy, prunes, sardines and sundries.	31,200 00	Cleared: 4 barks, 1 brig—5, and 5 in port.
	1	Philadelphia.....	1	Philadelphia.....	1	Coal.....	1,312 00	1	Brandy.....	27,000 00	Agg'te tonnage entered: 3,801 and 25-95.
	1	City Point.....	1	New York	1	Tobacco and staves.....	70,000 00	1	Ballast	.....	
	1	Norfolk	1	In port	1	Guano.....	81,040 00	1	In port	.....	
	1	Charleston	1	New Orleans	1	Cotton and rice.....	35,812 00	1	Wine, brandy, cordials, sundries.	27,436 00	
	3	New Orleans	3	In port	3	Staves, cotton, and tobacco..	42,150 00	3	In port	....	
	1	Havre..... .	1	....do.	1	Ballast	.....	1	....do	.....	
	10	.....	10	....	10	.....	230,314 00	10	.....	133,172 00	
Quarter ended June 30, 1861.	5	In port	2	New York.	2	Reported before.....	.....	2	Wine, brandy, sardines, oil, preserves and sundries.	190,114 00	Entered: 4 ships, 5 barks, 2 brigs, 4 schooners—15, and 5 in port.
			1	New Orleans	1	....do.....	.....	1	Wine, brandy, sardines, &c...	40,078 00	
			1	San Francisco ...	1	....do.....	.....	1	Wine, brandy, sardines, oil, cordials and sundries.	77,836 00	Cleared: 6 ships, 4 barks, 1 brig, 1 schooner—12, and 8 in port.
			1	Cadiz	1	....do.....	.....	1	Railroad sleepers	15,400 00	Agg'te tonnage entered: 6,195 and 50-95.
	1	Charleston	1	In port	1	550 bales cotton, 290 casks and 34 half casks rice.	30,340 00	1	In port	.....	

	8	New Orleans	1	Cadiz	1	955 bales cotton, 52 packages lard, 84,000 staves, 18 hhds. and 150 bales tobacco.	67,908 00	1	Railroad sleepers.....	19,600 00		
			1	Lyusne, (Sweden)	1	Staves	3,700 00	1	Ballast	....		
			1	Ussum, (Sweden)	1	....do.....	7,600 00	1	....do.....	.....		
			5	In port	5	307 bales cotton, 200 packages lard, 10 bbls. wax, 20 hogsheads and 111 bales tobacco, staves, &c.	64,218 00	5	In port	.....		
	1	St. Nazaire.....	1	New Orleans ...	1	Ballast	.....	1	Wine and brandy	24,200 00		
	5	Havre.....	1	Montevideo	1	...do.....	.....	1	Wine, brandy, cordials, sardines, preserves, &c.	42,910 00		
			1	New Orleans	1	....do.....	.....	1	Wine, brandy, cordials, &c...	43,496 00		
			1	Skelleftea,(Swed.)	1	....do.....	.....	1	Ballast	.....		
			2	In port	2	....do.....	.....	2	In port	.....		
	20	.....	20	.....	20	.....	173,766 00	20	.....	453,634 00		
Quarter ended September 30, 1861.	8	In port	1	San Francisco ...	1	In former return.....	.....	1	Wine, brandy, sardines, oil, preserves, and sundries.	71,512 00	Entered: 7 ships, 6 barks, 5 brigs, 6 schooners—24, and 8 in port.	
			1	Montevideo	1	....do.....	.....	1	Wine, brandy, prunes, sardines, fruits, and sundries.	36,186 00	Cleared: 7 ships, 3 barks, 6 brigs, 6 schooners—22, and 10 in port.	
			1	Buenos Ayres ...	1	....do.....	.....	1	Ditto, ditto, and cordials.....	26,156 00	Agg'te tonnage entered: 10,429 and 55-95.	
			1	Cadiz.	1	....do.....	.....	1	Railroad sleepers	7,255 00		
			1	Carthagena	1	....do.....	.....	1	....do.....do.....	11,384 00		
			1	Gothenburg.....	1	....do.....	.....	1	Ballast	.....		
			1	Philadelphia.....	1	....do.....	.....	1	Salt	440 00		
			1	Christiansand....	1	....do.....	.....	1	Ballast	.....		
	7	New York	1	Carthagena	5	Staves, timber, wine, lard, provisions, and sundries.	49,085 00	1	Railroad sleepers.....	10,010 00		
			1	Melbourne				1	Wine, brandy, sardines, preserves, &c.	67,450 00		
			1	Rio Grande				1	Ditto, ditto, and oil, prunes, beer, &c.	32,060 00		
			2	In port				2	In port	.....		
			1	Gothenburg	1	Staves, wine, provisions, &c..	13,028 00	1	Ballast.....	.....		
			1	Skelleftea	1	Staves, spirits, potash, and provisions.	10,537 00	1	....do.....	.....		
	1	Baltimore.....	1	In port	1	Wheat.....	27,861 00	1	In port	.....		
	9	New Orleans	1	Philadelphia.....	1	Staves..	4,400 00	1	Ballast	.....		
			2	Malaga.....	8	Staves, cotton, tobacco, moss, green hides, and beeswax.	82,416 00	2	Railroad sleepers and planks..	14,968 00		
			1	Wiberg, Russia..				1	Ballast.....	.....		
			1	Hemosand, Swed'n				1	....do.....	.....		
			1	Boston				1	....do.....	.....		
			3	In port				3	In port	.....		
	1	Bermuda.....	1	Bath	1	Staves and cigars	5,000 00	1	Ballast	.....		
	1	Wiberg	1	New York	1	Boards	3,990 00	1	Wine, brandy, sardines, ballast.	3,284 00		
	1	Skelleftea	1	In port	1	Deals and lumber	10,320 00	1	In port	.....		
	1	Fredericksham...	1	....do.....	1	Deals.....	4,000 00	1	....do.....	.....		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
BORDEAUX. *Gabriel G. Fleurot.*											
Quarter ended September 30, 1861—Cont'd.	1	Soderhamn	1	In port	1	Lumber	$3,000 00	1	In port		
	1	Christiansand	1	do	1	Deals	2,670 00	1	do		
	1	Gothenburg	1	Soderhamn	1	Deals	8,340 00	1	Ballast		
	32		32		32		224,647 00	32		$280,705 00	
NANTES. *H. Rogues.*											
Quarter ended December 31, 1860.	1	New York	1	Saint Nazaire	1	2,350 bbls. guano, 4,400 staves.	14,751 00	1	4,400 staves for Bordeaux	651 00	Entered and cleared: 1 bark. Agg. tonnage entered: 284 7-95.
Quarter ended March 31, 1861.	1	New York	1	In port	1	2,169 bbls. guano	10,800 00	1	In port		Entered: 1 bark, and 1 in port. Agg. tonnage entered: 295 39-95.
Quarter ended June 30, 1861.		No arrivals									No arrivals.
Quarter ended September 30, 1861.	1	Galway	1	Cardiff	1	1,533 quarters wheat	20,000 00	1	Ballast		Entered and cleared: 1 brig. Agg. tonnage entered: 272 67-95.
LA ROCHELLE. *Thomas W. Rountree.*											
Quarter ended December 31, 1860.		No arrivals									No arrivals.
Quarter ended March 31, 1861.	1	New York	1	New York	1	53,500 staves	3,991 35	1	74 half pipes, 587 quarter casks, 1,030 eighth casks brandy; 20 casks wine, 190 cases preserves, 30 baskets champagne.	Not ascert'nd	Entered and cleared: 1 brig. Agg'te tonnage entered: 288.
Quarter ended June 30, 1861.		No arrivals									No arrivals.

Quarter ended September 30, 1861.	2	New York	1	New York	1	Staves, 71,400	5,034 85	1	Ballast			Entered: 1 brig and 1 schooner.
			1	In port	1	Staves, flour, wine, potash, cider, and candles.	Not given.	1	In port			Cleared: 1 brig, and 1 schooner in port.
	2		2		2		5,034 85	2				Aggregate tonnage entered: 804.
CETTE.												
L. S. Nahmens.												
Quarter ended December 31, 1860.	4	In port	1	New York	1			1	Wine and salt			Entered: 4 barks and 3 brigs—7, and 4 in port.
			1	Leghorn	1			1	Ballast			Cleared: 7 barks and 3 brigs—10, and 1 in port.
			1	Denia	1			1	do			Aggregate tonnage entered: 2,110 and 55-95.
			1	Messina	1			1	do			
	6	New York	4	do	6	Staves		4	do			
			1	Malaga				1	do			
			1	In port				1	In port			
	1	Richmond	1	Genoa	1	Tobacco		1	Inward cargo			
	11		11		11			11				
Quarter ended March 31, 1861.	1	In port	1	Santos	1	Before reported		1	Salt		Not given	Entered: 2 barks and 1 brig, and 1 in port.
	2	New York	1	New York	1	Staves	Not given	1	Wine, &c			Cleared: 3 barks and 1 brig.
			1	Messina	1	do	do	1	Ballast			Aggregate tonnage entered: 989 and 4-95.
	1	New Orleans	1	Marseilles	1	do	do	1	Salt			
	4		4		4			4				
Quarter ended June 30, 1861.	4	New York	1	Mentone	1	Staves, 60,000	5,200 00	1	Salt			Entered: 2 barks, 2 brigs, 2 schooners--6.
			3	In port	3	White oak planks and staves, 204,081.	21,500 00	3	In port			Cleared: 1 bark, 1 schooner—2, and 4 in port.
	1	Licata	1	New York	1	Brimstone, 360 tons		1	Salt			Agg'te tonnage entered: 1,648 and 13-95.
	1	Marseilles	1	In port	1	Ballast		1	In port			
	6		6		6		26,700 00	6				
Quarter ended September 30, 1861.	4	In port	2	New York	2	Already reported		2	Salt and wines, 675 tons	34,000 00		Entered: 1 ship, 4 barks, 1 brig, 2 schooners, and 4 in port.
			1	Malaga	1	do		1	Ballast			Cleared: 4 barks, 3 brigs, 3 schooners, and 2 in port.
			1	Glubac (?)	1	do		1	do			Agg'te tonnage entered: 3,153 and 14-95.
	1	Ellsworth, Me	1	Boston	1	Staves, 71,400	5,200 00	1	Salt, 365 tons	700 00		
	7	New York	5	New York	5	Staves, 426,620	45,200 00	5	Salt, wines, and brandy, 1,875 tons.	8,610 00		
			2	In port	1	Staves, 194,600	21,700 00	2	In port			
	12		12		12		72,100 00	12		43,310 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
MARSEILLES.											
Alexander Derbes.											
Quarter ended December 31, 1860.	13	In port	1	Boston	1	Reported last quarter		1	244 pigs lead, 400 boxes soap, 2,090 boxes oil, 330 boxes linseed, 43 casks cream tartar, and sundries.	$60,892 00	Entered: 2 ships, 11 barks, 7 brigs—20, and 13 in port. Cleared: 2 ships, 17 barks, 6 brigs, 1 schooner—26, and 7 in port. Agg'te tonnage entered: 7,252.
								3	5,545 pigs lead, 6 bales wool, 55 casks and 4,090 boxes oil, 1,952 boxes soap, 190 casks wine.	146,763 00	
			3	New York	3	do			1,875 bales almonds, 2,680 bales corks, 216 casks madder, and sundries.	68,089 00	
			1	New Orleans	1	do		1	1,058 pigs lead, 100 boxes lemons, 70 casks and 1,629 boxes oil, wine, madder, corks, and sundries.	21,348 00	
			2	Denia	2	do		2	Ballast		
			2	Girgenti	2	do		2	do		
			1	Cadiz	1	do		1	do		
			1	Malaga	1	do		1	do		
			1	Messina	1	do		1	do		
			1	Alicata	1	do		1	do		
	12	New York	3	Palermo	3	Staves and boards	$15,720 00	3	do		
			6	Messina	6	Oil-cloth, staves, plank, tallow, logwood, quercitron, garancine, and sundries.	33,120 00	6	do		
			3	In port	3	Staves, tallow, &c.	20,956 00	3	In port		
	1	Baltimore	1	do	1	Tobacco, rosin, and staves	19,412 00	1	do		
	1	Richmond, Va	1	do	1	Tobacco	9,250 00	1	do		
	1	Wilmington, N. C.	1	Palermo	1	Rosin	7,275 00	1	Ballast		
	2	St. Domingo	1	Messina	1	Logwood	3,989 00	1	do		
			1	In port	1	do	3,640 00	1	In port		
	1	Kurrachee	1	do	1	Seed	12,200 00	1	do		
	1	Genoa	1	New York	1	Ballast		1	3,095 pigs lead, 1,852 boxes	91,052 00	

									soap, 780 bales almonds, 3,055 boxes oil, 39 cases cream tartar, 301 casks garancine, 139 boxes pickles, 49 casks and 306 boxes wine, fruit, essences, and sundries.		
	1	Civita Vechia..	1	New Orleans	1	Staves	1,200 00	1	602 casks and 670 boxes wine, 457 boxes oil, 702 baskets oil, 290 boxes liquors, 356 boxes soap, 100 tons salt, 100 bags nuts, 120 bales almonds, and sundries	78,141 00	
	33	.....	33	....	33	.....	126,762 00	33	....	466,285 00	
Quarter ended March 31, 1861.	7	In port..	1	New York.....	1	In last quarter	.....	1	6,325 pigs lead, 45 casks wine, 10 casks cream tartar, 888 boxes lemons, 541 boxes pickles, 1,070 boxes soap, 5,870 boxes oil, 317 casks madder, &c.	37,927 00	Entered: 8 barks, 5 brigs—13, and 7 in port. Cleared: 1 ship, 7 barks, 5 brigs—13, and 7 in port. Agg'te tonnage entered: 4,523.
			4	Messina	4	.....do	.....	4	Ballast	.....	
			1	Cadiz	1	.... do	.....	1	.. do	.....	
			1	Port Vendres	1	.....do	.. ..	1	.. do.....	.....	
	7	New York	3	Palermo.....	3	Staves, alcohol, quercitron, plank, naval stores, and sundries.	40,170 00	3	....do.....	.....	
			1	Messina..... ...	1	Staves, alcohol, &c.....	8,300 00	1	.. do.....	....	
			3	In port	3	Alcohol, coffee, guano, and staves.	64,561 00	3	In port	.....	
	1	Philadelphia.....	1	Palermo..... ..	1	Rosin, logwood, and quercitron.	8,006 00	1	Ballast.....	.....	
	1	Wilmington, N. C.	1	In port	1	Rosin and tallow.....	2,180 00	1	In port	....	
	1	New Orleans ...	1	....do.....	1	Cotton, tobacco, and sundries.	12,829 00	1	... do.....	....	
	1	Cette.....	1	...do.....	1	Ballast	.....	1	...do.....	.....	
	1	Genoa.....	1	Boston	1	....do.....	....	1	550 boxes oil, 850 boxes soap, 280 casks madder, corks, almonds, and sundries.	19,075 00	
	1	St. Domingo.....	1	In port	1	Logwood	8,500 00	1	In port	.....	
	20	.....	20	.....	20	....	144,546 20	20	....	57,002 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
MARSEILLES.											
F. W. Morse, vice-consul, and G. N. Van Horne, consul.											
Quarter ended June 30, 1861.	7	In port	2	New York.....	2	Given in former return.	.....	2	143 casks wine, 130 bags gum, 42 casks, 100 baskets, and 11,857 boxes oil, 691 bales corks, 1,997 boxes soap, 37 cases essences, 149 boxes pickles, 800 boxes lemons, 300 cases vermacelli, 88 casks garancine, 139 casks cream tartar.	$25,612 00	Entered: 3 ships, 8 barks, 2 brigs, 8 schooners—21, and 9 in port. Cleared: 3 ships, 11 barks, 4 brigs, 6 schooners—24, and 4 in port. Agg'te tonnage entered: 7,480.
			1	Cadiz.	1	.....do..... ...	.....	1	Ballast	.....	
			2	Palermo.....	2	..... do	.....	2	... do.....	.....	
			1	Gibraltar	1	.....do.....	.....	1	105 boxes soap, 187 bales paper, 50 cases saltpetre, 1,125 bags flour of sulphur.	3,044 00	
			1	Tarragona.....	1	.....do.....	.....	1	Ballast	....	
	2	Boston	1	Boston	1	150 bbls. alcohol, 34 hhds tobacco, 953 bbls. lard.	.....	1	100 casks madder, 1,000 cases oil, 30 bales almonds, 2,500 boxes lemons.	21,100 00	
			1	Menton.	1	115 tons logwood, 800 bbls rum, 20 hhds. tobacco.	.....	1	Ballast	.....	
	7	New York.....	1	New York.....	1	900 bbls. alcohol, 12,000 staves, 306 bags quercitron, and sundries.	.....	1	219 bales almonds, 198,000 feet lumber, 1,450 cases oil, 200 bales flour of sulphur.	9,949 00	
			1	Cadiz.	1	747 bbls. alcohol, 25 bbls. whiskey, 22,320 staves, 300 bags pimento.	.....	1	Ballast	.....	
			2	Menton.....	2	1,301 bbls. rum, 825 bbls lard, 500 barrels alcohol, 8,000 staves, 430 boxes extract of logwood.	.....	2	....do.....	... .	
			3	In port	3	126,920 staves, 2,114 bbls. rum, 2,150 bbls. alcohol, and sundries.	.....	3	In port	.....	

	1	New Orleans ...	1	Malta.	1	265 hhds. tobacco, 780 bbls. rum, 100 bbls. whiskey, and sundries.	.....	1	Ballast	.....	
	1	Havana.	1	Constantinople ..	1	3,700 boxes sugar.	.....	1	....do.....	.....	
	2	Rio de Janeiro...	1	Rio de Janeiro..	1	2,662 bags coffee.	.....	1	400 tons salt.	800 00	
			1	Constantinople ..	1	4,147 bags coffee	.....	1	Ballast	.....	
	1	New Castle	1	Cette.....	1	402 tons coal.....	.....	1	....do.....	.....	
	1	Lisbon	1	Glonbock	1	350 tons oil-cake.....	.....	1	....do.....	.....	
	1	Cadiz.	1	Menton.	1	Ballast	.....	1	....do.....	.....	
	1	Tarragona.....	1	Constantinople ..	1	....do.....	.....	1	....do.....	.....	
	1	Leghorn.....	1	....do.	1	2,300 quarters wheat.	.....	1	....do.....	.....	
	1	Malta.	1	In port	1	30 boxes and 1 case tobacco ..	.....	1	In port	.....	
	1	Alexandria	1	Constantinople ..	1	1,326 bales cotton, and 2,843 packages cotton seed.	.....	1	Ballast	.....	
	1	Ibraila	1	....do.	1	2,000 quarters wheat.	.....	1	....do.....	.....	
	28	.....	28	.....	28	....	.....	28	.....	60,505 00	
Quarter ended September 30, 1861.	4	In port	1	Rio de Janeiro...	1	Given last quarter.....	.....	1	471 tons salt.	991 00	
			1	New York.....	1	.....do.....	.....	1	Salt.	.....	
			1	Gibraltar	1	.....do.....	.....	1	Not reported.....	.....	
			1	Cadiz.	1	..... do.....	.....	1	Ballast	.....	
	1	Boston	1	Constantinople ..	1	300 bbls. alcohol, 180 hhds. tobacco, 15 bales wool, and sundries.	$35,000 00	1	....do.....	.....	
	18	New York.....	2	New York.....	2	3,747 bbls. alcohol, 200 bbls. rum, 17,100 staves, and sundries.	84,440 00	2	100 bbls. sulphur, 2,025 boxes oil, 200 casks madder, 400 boxes soap, 200 tons salt, and sundries.	65,969 00	
			2	Sydney.....	2	2,010 barrels alcohol, 10,500 staves.	41,175 00	2	Ballast	.....	
			2	Malaga.	2	1,000 barrels alcohol, 71,000 staves.	26,470 00	2	...do.....	.....	
			1	Millbridge.	1	1,140 barrels alcohol, 7,500 staves, &c.	27,000 00	1	....do.....	.....	
			1	Palermo.	1	50 bbls. beef, 12 bbls. hams, and 46,000 staves.	5,466 00	1	... do	.....	
			3	Alexandria	3	188,000 staves.....	17,020 00	3	... do	.....	
			7	In port	7	6,200 bbls. alcohol, 1,700 dry hides, 33 hhds and 13 boxes tobacco, 490 casks tallow, 44 bbls. lard, 367,900 staves, and coal and sundries.	189,869 00	7	In port	.....	
	1	Philadelphia.	1	Palermo.	1	112 casks quercitron, and 854 bbls. rosin.	5,260 00	1	Ballast	.....	
	1	New Orleans	1	Key West.	1	991 hhds. tobacco, and 36,000 staves.	99,964 00	1	....do.....	.....	

Entered: 1 ship, 14 barks, 8 brigs, 3 schooners—26, and 4 in port.
Cleared: 1 ship, 12 barks, 5 brigs, 3 schooners—21, and 9 in port.
Agg'te tonnage entered: 9,920.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
MARSEILLES.											
F. W. Morse, vice-consul, and G. N. Van Horne, consul.											
Quarter ended September 30, 1861—Cont'd.	1	Rio de Janeiro...	1	Cadiz.	1	207 tons copper ore, 139 bales rugs, 73 coils rope, 20 bales horns, 20 tons old iron, 290 bags bran, hides, and sundries.	$41,200 00	1	Ballast	.....	
	2	Falmouth	1	Alexandria	1	1,553 hhds. sugar.....	83,862 00	1	....do.....	.....	
			1	In port	1	446 hhds. and 44 bbls. sugar...	25,164 00	1	In port	.....	
	1	Trieste..	1	New York.....	1	9,800 staves.....	8,820 00	1	1,220 boxes oil, 716 bales wool, 100 bags gum, 17 bales almonds, 72 casks wine, 422 boxes lemons, 19 cases cream tartar, 570 boxes soap, 14 boxes pickles, 25 baskets champagne, and sundries.	$54,569 00	
	1	Galatza.	1	In port	1	2,030 quarters wheat.	9,110 00	1	In port	.....	
	30	.....	30	.....	30	....	699,820 00	30	.....	121,529 00	
TOULON.											
A. B. Schenking.											
Quarter ended December 31, 1860.	.....	No return.	.....	.....	.....	....	.....	.. ...	....	.....	No return.
Quarter ended March 31, 1861.	.....	No return	.....	.....	.....	.....	.....	.....	.....	. .....	No return.
Quarter ended June 30, 1861.	2	New York.....	2	La Seyne.....	1	145 logs white oak, 144,930 feet.	3,262 00	2	Not stated	.....	Entered: 3 brigs, 1 barkentine—4. Cleared: 3 brigs, and 1 burnt.
					1	150 logs white oak, 143,304 feet.	Not given.				
	1	Greenock	1	Burnt	1	Masts, spars, planks.....	9,800 00	1	Burnt.....	.....	

	1	Alicata	1	Cette	1	Sulphur		1	Inward cargo		Agg'te tonnage entered: 1,528 and 26-95.
	4		4		4		13,062 00	4			
Quarter ended September 30, 1861.		No return.									No return.
DUNKIRK.											
J. B. Moul.											
Quarter ended December 31, 1860.		No return									No arrivals.
Quarter ended March 31, 1861.		No arrivals									No arrivals.
Quarter ended June 30, 1861.		No arrivals									No arrivals.
Quarter ended September 30, 1861.	2	New York	1	Newcastle	1	652,881 pounds corn; 828,928 pounds oats.	25,344 00	1	Ballast		Entered: 3 ships, 1 bark—4. Cleared: 2 ships, and 2 in port.
			1	In port	1	7,958 bags wheat	Unknown.	1	In port		Agg'te tonnage entered: 1,836 and 93-95.
	1	Havana	1	Newcastle	1	997 hhds. molasses	do	1	Ballast		
	1	Archangel	1	In port	1	320 bales tow, 380 bales flax	do	1	In port		
	4		4		4		25,344 00	4			
TAHITI, SOCIETY ISL'DS.											
Alexander Salmon, acting consul.											
Quarter ended December 31, 1860.	1	In port	1	Westward	1	Before reported		1	Part of inward	$1,500 00	Entered: 1 ship, 1 bark, 3 schooners—5, and 1 in port.
	1	Boston	1	Hong Kong	1	General cargo	30,000 00	1	Flour, 500 barrels	4,000 00	
	1	San Francisco	1	Westward	1	do	1,000 00	1	Sold		Cleared: 1 ship, 1 brig, 1 bark, 1 schooner, 1 sold—5, and 1 in port.
	2	Honolulu	1	New Zealand	1	Oil, 310 barrels	12,000 00	1	Ballast		
			1	Westward	1	General cargo	2,000 00	1	do		
	1	Tumbez	1	In port	1	Ballast		1	In port		Agg'te tonnage entered: 1,105.
	4		8		6		45,000 00	6		5,500 00	
Quarter ended March 31, 1861.	1	In port	1	San Francisco	1	Before reported		1	283,000 oranges	2,500 00	Entered: 1 ship, 3 brigs, 2 schooners—6, and 1 in port.
	3	San Francisco	1	do	1	General merchandise		1	250,000 oranges	2,000 00	
			2	In port	2	Lumber and flour	4,500 00	2	In port		Cleared: 1 ship, 1 brig, 3 schooners—5, and 2 in port.
	1	Sydney	1	Huachine, Soc. Is.	1	General merchandise	30,000 00	1	Ballast		
	1	Cruising	1	New Bedford	1	Oil	60,000 00	1	Inward cargo	60,000 00	Agg'te tonnage entered: 1,361.
	1	Westward	1	Not stated	1	250 hogs	800 00	1	Ballast		
	7		7		7		95,300 00	7		64,500 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
FRENCH DOMINIONS.											
TAHITI, SOCIETY ISL'DS. *Alexander Salmon, acting consul.*											
Quarter ended June 30, 1861.	2	In port	2	San Francisco	2	In last quarter		2	500,000 oranges	$5,000 00	Entered: 1 ship, 2 schooners—3, and 2 brigs in port.
	2	San Francisco	2	do	2	160,000 feet lumber	$3,000 00	2	do	5,000 00	Cleared: 2 brigs, 2 schooners—4, and 1 ship in port.
	1	Cape St. Lucas	1	United States	1	1,500 barrels oil	45,000 00	1	Still in port		Agg'te tonnage entered: 647.
	5		5		5		48,000 00	5		10,000 00	
Quarter ended September 30, 1861.	1	In port	1	United States	1	Before reported		1	Inward cargo, 1,500 barrels oil.	45,000 00	Entered: 2 barks, 2 schooners—4, and 1 in port.
	2	San Francisco	1	San Francisco	1	General cargo	3,000 00	1	Oranges, 200,000	1,500 00	Cleared: 1 ship, 2 barks, 2 schooners—5.
			1	Valparaiso	1	do	3,000 00	1	Oil and shell	8,000 00	Agg'te tonnage entered: 1,040.
	2	Fishing	2	Fishing	2	Oil, 1,000 barrels	100,000 00	2	Inward cargoes	100,000 00	
	5		5		5		106,000 00	5		154,500 00	
SPANISH DOMINIONS.											
CADIZ. *T. T. Tunstall.*											
Quarter ended December, 31, 1860.	2	In port	2	New York	2	Before reported		2	935 casks wine, 316 bales corks, 112 kegs olives, &c.	41,253 48	Entered: 6 ships, 4 barks, 8 brigs, 2 schooners—20, and 2 in port.
	11	New York	3	Malaga	3	Staves, 183,000	10,500 00	3	Ballast		Cleared: 5 ships, 5 barks, 6 brigs, 2 schooners—18, and 4 in port.
			2	New York	2	Staves, &c., 100,000	10,541 00	2	989 casks wine, corks, &c	54,485 84	Agg'te tonnage entered: 9,242.
			2	Messina	2	Staves, &c., 72,000	5,612 00	2	Ballast		
			1	Buenos Ayres	1	Staves, 85,000	7,650 00	1	Salt, 160 lasts	800 00	
			1	Rio de Janeiro	1	Staves, 62,280	3,200 00	1	Salt, 215 lasts	1,075 00	
			2	In port	2	Staves, 128,000	12,300 00	2	In port		
	3	New Orleans	1	New Orleans	1	Tobacco, 964 hhds		1	Salt, 132 lasts	660 00	
			2	Valencia	2	Tobacco, 2,054 hhds		2	Tobacco, 1,241 hhds., of inward.		
	1	Savannah	1	Boston	1	Lumber, 682,648 feet	12,000 00	1	Salt, 140 lasts	740 00	
	1	Liverpool	1	In port	1	1,150 tons coal		1	In port repairing		
	1	Havre	1	Montevideo	1	Ballast		1	Salt, 296 lasts	1,480 00	
	1	Marseilles	1	do	1	do		1	Salt, 157 lasts	785 00	
	1	Valencia	1	Charleston	2	do		1	Salt, 100 lasts	500 00	

	1	Vigo	1	In port	1	do		1	In port			
	22		22		22		61,803 00	22		101,779 32		
Quarter ended March 31, 1861.	4	In port	1	New York	1	Before reported		1	383 casks wine and 463 bales corks.	20,726 56	Entered: 4 ships, 6 barks, 3 brigs, 3 schooners—16, and 4 in port.	
			1	In port	1	do		1	In port		Cleared: 2 ships, 2 barks, 6 brigs, 1 schooner—11, and 9 in port.	
			1	Buenos Ayres	1	do		1	Salt, 107 lasts, &c.	5,914 00		
			1	Malaga	1	do		1	Ballast		Agg'te tonnage entered: 6,154.	
	9	New York	2	Messina	9	Staves, 671,360	45,459 00	2	do			
			1	Montevideo				1	Salt, 178 lasts	890 00		
			1	Buenos Ayres				1	Salt, 175 lasts	875 00		
			5	In port				5	In port			
	1	Baltimore	1	Boston	1	Staves, 50,825	2,500 00	1	Salt, 120 lasts	600 00		
	2	New Orleans	1	Alicante	1	Tobacco, 1,145 hhds	Not given	1	Part of inward, tobacco, 430 hhds.			
			1	In port	1	Tobacco, 852 hhds.; staves, 11,000.	do	1	In port			
	1	Ferrol	1	Buenos Ayres	1	Ballast		1	Salt, 395 lasts	1,975 00		
	1	Cardiff	1	In port	1	Coal, 500 tons	1,500 00	1	In port			
	1	Gibraltar	1	New York	1	Ballast		1	Wine, corks, and salt	5,307 75		
	1	Marseilles	1	In port	1	do		1	In port			
	20		20		20		49,459 00	20		36,288 31		
Quarter ended June 30, 1861.	9	In port	1	Australia	1	Already given		1	Inward cargo		Entered: 8 ships, 9 barks, 8 brigs, 3 schooners—28, and 9 in port.	
			1	Madeira	1			1	Ballast		Cleared: 8 ships, 10 barks, 6 brigs, 5 schooners—29, and 8 in port.	
			1	Buenos Ayres	1			1	Salt			
			1	Montevideo	1			1	Salt, 340 lasts	1,700 00		
			1	Bathurst	1			1	Salt, 34 lasts	170 00		
			2	Rio Grande	2			2	Salt, 235 lasts	1,175 00	Agg'te tonnage entered: 12,157.	
			1	Valencia	1			1	Inward cargo			
			1	Not known	1			1	Not known			
	1	Boston	1	Marseilles	1	140 tons ice		1	Ballast			
	16	New York	2	St. John's, N. F.	2	Staves, 90,000	8,980 70	2	Salt, 305 lasts	1,525 00		
			4	Boston	4	Staves, 223,340	19,340 80	4	Salt, 610 lasts	3,000 00		
			2	New York	2	Staves	Not given	2	1,040 pigs lead and 50 lasts salt.	18,465 11		
			1	Montevideo	1	Staves, 67,000	5,541 79	1	Salt, 195 lasts	975 00		
			1	Bathurst	1	Staves, 38,400	6,000 00	1	Ballast			
			1	Rockland	1	Staves, 62,400	4,016 27	1	Salt, 70 lasts	350 00		
			5	In port	5	Staves and rice		5	In port			
	1	Savannah	1	do	1	Lumber, 697,321 feet	12,847 00	1	do			
	1	New Orleans	1	Corunna	1	Tobacco, 913 hhds	Not given	1	Part of inward, 588 hhds.	Not given		
	1	Corunna	1	Boston	1	Ballast		1	Salt, 500 lasts	2,500 00		
	1	Cardiff	1	Eastport	1	Coal, 500 tons	1,250 00	1	Salt, 160 lasts	800 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH LOMINIONS.											
CADIZ.											
T. T. Tunstall.											
Quarter ended June 30, 1861—Continued.	4	Havre	2	Boston	1	Railroad timber, 12,418 sleepers.	$12,418 00	1	Salt, 450 lasts	$2,250 00	
					1	Ballast		1	241 quarter casks wine, 147 bales corks, 34 bbls. olives.	6,993 22	
			2	In port	2	Railroad timber and ballast		2	In port		
	1	Marseilles	1	Rio de Janeiro	1	Ballast		1	General cargo	250 00	
	2	Gibraltar	1	Boston	1	....do		1	Salt, 128 lasts	640 00	
			1	Buenos Ayres	1	....do		1	Salt, 188 lasts	940 00	
	37		37		37		70,394 56	37		41,733 33	
Quarter ended September, 30, 1861.	8	In port	6	Boston	6	Reported before		6	1,740 lasts salt, 88 qu'ter casks wine, and 50 bales corks.	8,702 00	Entered: 4 ships, 5 barks, 10 brigs, 7 schooners—26 and 8 in port.
			2	Montevideo	2	....do		2	665 lasts of salt	2,327 00	
	15	New York	1	Boston	1	55,000 staves	6,600 00	1	130 lasts of salt	455 00	Cleared: 6 ships, 7 barks, 10 brigs, 4 schooners—27, and 7 in port.
			6	Rio Grande	6	353,360 staves and 75 barrels provisions.	41,609 00	6	839.....do	2,937 00	
			1	Buenos Ayers	1	64,000 staves	7,680 00	1	500 pipes wine, oil, &c	45,000 00	Agg'te tonnage entered: 9,916.
			1	New York	1	114,000 staves	9,500 00	1	50 lasts salt, 103 bales almonds, and 9 bales corks.	2,808 00	
			1	Lisbon	1	47,000 staves	5,640 00	1	Ballast		
			1	Messina	1	71,000 staves and 5 puncheons rum.	10,200 00	1	... do		
			4	In port	4	204,000 staves and 150 puncheons rum.	32,500 00	4	In port		
	1	New Orleans	1	Portland	1	1,000 hhds, tobacco	160,000 00	1	504 lasts salt	1,764 00	
	1	Havre	1	Boston	1	Ballast		1	691....do	2,4[illegible]8 00	
	3	Marseilles	2	Rio Grande	2	....do		2	231... do	808 00	
			1	Montevideo	1	....do		1	235 ... do	822 00	
	1	Bordeaux	1	Boston	1	5,180 pieces railroad timber	6,500 00	1	168....do	588 00	
	1	Valencia	1	... do.	1	100 tons of wool	14,000 00	1	Inward cargo, 682 lasts salt, and 18 bales corks.	16,707 00	

	1	Malta	1	Rio Grande	1	Ballast		1	136 lasts salt	466 00	
	1	Newcastle	1	In port	1	400 tons coal	4,000 00	1	In port		
	1	Antwerp	1	do	1	Ballast		1	do		
	1	Wyberg	1	do	1	306,000 feet lumber	3,600 00	1	do		
	34		34		34		301,829 00	34		85,802 00	
MALAGA. *John Somers Smith.* Quarter ended December 31, 1860.	10	In port	3	Boston	3	Before reported		3	Fruit, lead, wine, &c	127,729 00	Entered: 2 ships, 13 barks, 7 brigs, 5 schooners—27, and 10 in port.
			7	New York	7	do		7	Inward cargo, and fruit, lead, wine, &c.	239,034 00	
	2	New York	1	do	1	34,560 white oak staves	3,800 00	1	Raisins, bird seed, and licorice paste.	7,337 00	Cleared: 2 ships, 18 barks, 6 brigs, 7 schooners—33, and 4 in port.
			1	In port	1	45,360 staves, &c	6,309 00	1	In port		
	1	Jacksonville, Fla.	1	Boston	1	Cargo yellow pine	4,000 00	1	Fruit, wine, &c	17,340 00	Agg'te tonnage entered: 8,973.
	4	Denia	1	Philadelphia	1	Raisins, almonds, mats, &c	10,000 00	1	Inw'd cargo; raisins, lemons, &c.	21,600 00	
			3	New York	3	do	25,571 00	3	do	91,498 00	
	3	Adra	3	do	3	320 tons lead	29,849 00	3	Inward cargo; fruit, wine, &c.	102,723 00	
	3	Marseilles	3	do	3	1,000 boxes lemons	2,500 00	3	Inward cargo; fruit, licorice-paste and root, lead, &c.	88,540 00	
	1	Leghorn	1	New Orleans	1	525 tons marble	10,000 00	1	Inward cargo; fruit, wine, &c.	15,605 00	
	3	Cadiz	3	New York	3	200 quarter casks wine	2,200 00	3	Inward cargo; fruit, lead, &c.	77,641 00	
	1	Almeria	1	Boston	1	242 bales wool and 80 tons lead.	15,190 00	1	Inward cargo; fruit, &c	32,740 00	
	3	Gibraltar	1	do	1	Almonds and bird seed	3,270 00	1	Inward cargo; fruit, lead, &c	26,000 00	
			2	New York	2	11,525 white oak staves and 10 hhds. bark.	2,200 00	2	Fruit, licorice-root, lead, and wine.	39,375 00	
	1	Barcelona	1	New Orleans	1	Wine, corks, almonds, &c	3,849 00	1	Inward cargo and fruit	15,304 00	
	1	Alicante	1	New York	1	Ballast		1	Fruit, lead, &c	31,500 00	
	1	Cette	1	In port	1	do		1	In port		
	1	Messina	1	do	1	Fruit, brimstone, almonds, &c.	15,000 00	1	In port, (repairing)		
	1	Palermo	1	do	1	Fruit, brimstone, sumac, almonds, &c.	15,000 00	1	do		
	1	Tarragona	1	New York	1	Corks, licorice-root, almonds, wine, &c.	10,000 00	1	Inward cargo, and lead, licorice-root, &c.	12,100 00	
	37		37		37		158,738 00	37		946,066 00	
Quarter ended March 31, 1861.	4	In port	2	Boston	2	Reported last quarter		2	Fruit, brimstone, almonds, &c.	30,000 00	Entered: 1 brig, and 4 in port.
			2	New York	2	do		2	Raisins, lead, wool, &c.	32,454 00	Cleared: 2 barks, 2 brigs, and 1 schooner.
	1	Cadiz	1	do	1	Ballast		1	Raisins, lead, mats, corks, &c	17,739 00	Aggregate tonnage entered: 248.
	5		5		5			5		80,193 00	
Quarter ended June 30, 1861.	1	Gibraltar	1	New York	1	7,678 staves	624 00	1	6,000 boxes raisins, 195 quarter casks wine, 86 cases wine, 20 casks raisins.	9,009 00	Entered and cleared: 1 schr., 168 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MALAGA. *John Somers Smith.*											
Quarter ended September 30, 1861.	3	Boston	2	Boston	2	Staves, 103,086	$13,626 00	1	Ballast		Entered: 8 barks, 8 schooners, 2 brigs—18.
								1	Raisins and lemons	$32,000 00	
			1	In port	1	Staves, 38,040	4,564 00	1	In port		Cleared: 6 barks, 5 schooners, 2 brigs—13, and 5 in port.
	1	New York	1	New York	1	Staves, 20,880	2,505 00	1	Raisins and lemons	9,000 00	
	4	Gibraltar	4	do	4	Staves, 86,765	10,411 00	4	Wool, wine, bird seed, raisins, lemons, rum, and ballast.	17,817 00	Agg'te tonnage entered: 5,128.
	3	Newport	2	Boston	2	Iron and coals	Not ascert'd.	2	Raisins and lemons	47,537 00	
			1	Garrucha, (Spain)	1	Coals	do	1	Ballast		
	1	Cardiff	1	In port	1	Coals	do	1	In port		
	1	Newcastle	1	In port, (Odessa)	1	Coals, (in transitu)	do	1	Put in for repairs		
	2	Bordeaux	1	In port	1	Sleepers	do	1	In port		
			1	Sydney & N. York	1	Sleepers and boards	do	1	Ballast		
	1	Marseilles	1	In port	1	Staves, 22,680	2,721 00	1	In port		
	1	Cette	1	New York	1	Ballast		1	Raisins	29,197 00	
	1	Alicante	1	do	1	Cargo in transitu		1	Raisins and lemons	12,241 00	
	18		18		18		33,827 00	18		147,792 00	
ALICANTE. *William L. Giro.*											
Qnarter ended December 31, 1860.	1	In port	1	Valencia	1	Before reported		1	Part of inward, 200 hhds. tobacco, and 15,000 staves.	Not given.	Entered: 1 ship and 2 barks—3, and 1 in port.
	1	Antwerp	1	Girgenti	1	Machinery		1	Ballast		Cleared: 2 ships, and 2 in port.
	1	Charleston	1	Palermo, in port	1	Lumber	3,200 00	1	In port		Agg'te tonnage entered: 1,293.
	1	Bordeaux	1	In port	1	Railroad sleepers	4,000 00	1	do		
	4		4		4		7,200 00	4			
Quarter ended March 31, 1861.	2	In port	1	Palermo	1	Reported before		1	Ballast		Left in port, 2.
			1	Gibraltar	1	do		1	do		Cleared: 1 ship and 1 bark.
	2		2		2			2			

Quarter ended June 30, 1861.	1	New Orleans	1	Palermo	1	430 hhds. tobacco, 6,000 staves.	Not given.	1	Ballast	.....	Cleared: 1 ship, 1,056 tons.
Quarter ended September 30, 1861.	1	Sunderland.....	1	New York.....	1	366 tons coal.....	900 00	1	458 casks red, and 73 casks white wine.	7,320 00	Entered: 1 ship, 1 brig—2. Cleared: 1 ship and 1 brig—2.
	1	Cardiff	1	Gibraltar	1	1,193 tons coal....	3,000 00	1	Ballast	.....	Agg'te tonnage entered: 1,196.
	2	.....	2	.....	2	.....	3,900 00	2	....	7,320 00	
DENIA.											
John Morand.											
Quarter ended December 31, 1860.	2	In port	2	New York.	2	Reported last quarter.....	.....	2	6,356 boxes raisins, 290 boxes licorice, 69 bags nuts.	29,248 00	Entered: 1 bark, 1 brig, and 2 in port.
	2	Marseilles	2	Malaga and New York.	2	Ballast	.....	2	2,970 boxes raisins, &c.....	14,710 00	Cleared: 1 bark and 3 brigs. Agg'te tonnage entered: 761 and 93-95.
	4	....	4	.....	4	.....	.....	4	....	43,958 00	
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	....	....	.....	....	.....	No return.
Quarter ended June 30, 1861.	....	No return.....	.....	.....	.....	.....	.....	.....	....		No return.
Quarter ended September, 30, 1861.	1	St. John's, N. B..	1	Not stated.....	1	Deals...	3,125 00	1	Ballast	.....	Entered and cleared: 1 bark and 1 brig.
	1	Bangor	1	New York.....	1	Cut wood for boxes	3,884 30	1	Raisins and licorice-root	11,036 00	Agg'te tonnage entered: 615 and 69-95.
	2	.....	2	.....	2	.....	7,009 30	2	....	11,036 00	
BARCELONA.											
J. A. Little.											
Quarter ended December 31, 1860.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	....	No return.
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	1	New Orleans, *via* Gibraltar.	1	In port	1	2,098 bales cotton	.....	1	In port	.....	Entered: 2 ships and 1 brig. Cleared: 1 ship, 1 brig, and 1 in port.
	1	Pensacola	1	Cardenas.....	1	Not given.....	... .	1	Ballast	.....	
	1	Callao.....	1	Boston	1	....do.....	....	1	....do.....	.....	Agg'te tonnage entered: 1,928.
	3	.....	3	.....	3	....	.....	3	.....	..... .	
Quarter ended September 30, 1861.	2	New York.....	2	In port	2	93,000 staves and 8 tons iron..	.....	2	In port	.....	Entered: 3 ships, 5 barks, 3 brigs, and 2 schooners—13.
	2	Cardiff	2	Alexandria	2	925 tons iron.....	.....	2	Ballast	....	
	4	New Castle	4	In port	4	497 tons coke, 1,567 tons coal.	.....	4	In port	.....	Cleared: 1 ship, 3 barks, and 1 schooner—5, and 8 in port.
	2	Newport	2	....do	2	1,260 tons coal.....	.....	2	....do	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
BARCELONA. *J. A. Little.*											
Quarter ended September 30, 1861—Cont'd.	1	Swansea	1	Odessa	1	630 tons coal		1	Ballast		Agg'te tonnage entered: 4,801 and 56-95.
	1	Hartlepool	1	Galatz	1	279 tons coal		1	do		
	1	Glasgow	1	Not stated	1	347 tons coal, and 30 tons iron		1	Not stated		
	13		13		13			13			
TARRAGONA. *A. W. Opisso.*											
Qutarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.	1	Callao	1	Marseilles	1	Not reported		1	Ballast		Entered and cleared: 1 ship, 1 bark—2.
	1	Marseilles	1	Rio de Janeiro	1	In transitu		1	Inward cargo, and 160 pipes, 150 fifths, 150 tenths, Oporto grape	$14,800 00	Agg'te tonnage entered: 950.
	2		2		2			2		14,800 00	
Quarter ended September 30, 1861.	1	New York	1	Monaco and New York.	1	35,640 pipe stems, 5,600 barrels, 5,600 staves.	$5,875 00	1	161 pipes white wine, 61 boxes licorice paste.	2,180 00	Entered: 2 barks. Cleared: 1 bark, and 1 in port
	1	Elsinore	1	In port	1	Pine planks, 13,228	6,612 00	1	In port		Agg'te tonnage entered: 861 and 40-95.
	2		2		2		12,487 00	2		2,180 00	
HAVANA. *Ch. J. Helm.*											
Quarter ended June 30, 1860.	64	In port	3	Portland	3	Given last quarter		3	Sugar and molasses		Entered: 61 steamers, 17 ships, 83 barks, 81 brigs, 58 schoon-
			5	Boston	5	do		5	do do		

[Received at Statistical Office Feb. 21, 1861, after the report for 1859 and 1860 had gone to the printer.]

		9	New York	9	do		9	Sugar, molasses, tobacco, and cigars.	
		1	Philadelphia	1	do		1	Sugar and molasses	
		2	Baltimore	2	do		2	Sugar, &c., and mails	
		2	Charleston	2	do		2	Sugar and fruit	
		1	Mobile	1	do		1	Sugar	
		4	Matanzas	4	do		2	do	
							2	Ballast	
		16	Cardenas	16	do		3	Assorted and sugar	
							13	Ballast	
		1	Trinidad	1	do		1	do	
		1	St. Thomas, *via* Congo river.	1	do		1	General cargo	
		1	Bahia Honda	1	do		1	Ballast	
		1	Falmouth	1	do		1	Sugar	
		2	In port	2	do		2	In port	
		15	Sagua la Grande.	15	do		3	Assorted and sugar	
							12	Ballast	
2	Port Metway	1	Cardenas	1	Lumber		1	do	
		1	Sagua	1	do		1	do	
3	Bangor	1	Cardenas	1	Shooks		1	do	
		1	Matanzas	1	Lumber		1	do	
		1	In port	1	Lumber and shooks		1	In port	
1	Bucksport	1	Boston	1	do		1	Sugar	
4	Bath	1	Remedios	1	do		1	Ballast	
		1	Cardenas	1	Lumber		1	do	
		1	Portland	1	Shooks		1	Sugar	
		1	Sierra Morena	1	Lumber		1	Ballast	
1	Belfast	1	Cardenas	1	do		1	do	
1	Harpsport	1	Sierra Morena	1	do		1	do	
2	Frankfort	2	Sagua	2	do		2	do	
5	Wiscasset	1	Cardenas	1	Shooks		1	Shooks	
		1	Sagua	1	Lumber and shooks		1	Ballast	
		3	In port	3	do do		3	In port	
40	Portland	1	Portland	1	Lumber		1	Sugar	
		3	Boston	3	Shooks		3	Sugar and molasses	
		3	New York	3	Lumber and shooks		3	Sugar and tobacco	
		4	Matanzas	4	Lumber, shooks, and hhds.		4	Sugar and ballast	
		6	Cardenas	6	Lumber and shooks		6	Ballast	
		8	Sagua	8	Lumber, shooks, and assorted.		8	Sugar, molasses, and ballast	
		2	Sierra Morena	2	Shooks and hogsheads		2	Ballast	
		1	Remedios	1	Lumber		1	do	
		2	Falmouth	2	do		2	Sugar	
		10	In port	10	Lumber, shooks, salt fish, &c.		10	In port	
1	Gloucester	1	do	1	General cargo		1	do	
8	Boston	1	Holmes's Hole	1	do		1	Sugar	
		2	New York	2	Ice and hogsheads		2	Sugar and cigars	
		4	Remedios	4	General cargo and lumber		4	Ballast	
		2	Sagua	1	Shooks and lumber		1	do	

ers, and 37 sloops—337, and 64 in port.
Cleared: 62 steamers, 17 ships, 78 barks, 91 brigs, 60 schooners, and 37 sloops—345, and 56 in port.
Agg'te tonnage entered: 141,544.

[1 built for Spanish government at Brooklyn, and 1 sold to Montevideo.]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended June 30, 1860—Continued.	11	Boston	1	Sagua	1	Empty hogsheads		1	Sugar		
			1	Cienfuegos	1	Ice		1	Ballast		
			1	Cardenas	1	General cargo		1	do		
			1	Falmouth	1	Ice		1	Sugar		
			1	Hamburg	1	Ice		1	do		
			6	In port	6	Ice, potatoes, and empty casks.		6	In port		
	1	New Bedford	1	Mariel	1	Assorted and empty casks		1	Empty casks		
	3	Providence	1	Boston	1	General cargo		1	Sugar		
			1	Sagua	1	Ballast		1	Ballast		
			1	Matanzas	1	General cargo		1	do		
	51	New York	2	Boston	2	Assorted		2	Sugar		
			11	New York	6	Assorted and empty casks		6	Sugar and honey		
					5	Mails		5	Mails		
			11	New Orleans	1	Assorted		1	Sugar and cigars		
					10	Mails		10	Mails		
			7	Sagua	7	General cargo		7	Sugar and ballast		
			3	Remedios	3	do		3	do do		
			2	Nuevitas	2	do		2	Ballast		
			1	Matanzas	1	Empty hogsheads		1	do		
			1	Cienfuegos	1	Assorted		1	do		
			1	Momen (?)	1	do		1	Sugar and cigars		
			1	Falmouth	1	do		1	Sugar		
			1	Sold	1	do		1			
			10	In port	10	Coal, hay, stone, and general cargo.		10	In port		
	14	Philadelphia	1	Boston	1	Coal		1	Sugar		
			1	New York	1	Assorted		1	do		
			2	Philadelphia	2	do		2	Sugar and railroad iron		
			3	Sagua	3	Assorted and shooks		3	Sugar		
			1	Cardenas	1	General cargo		1	Ballast		
			1	Matanzas	1	do		1	Sugar		
			1	Remedios	1	do		1	Ballast		

		1	Baracoa	1	Shooks and heading			1	do		
		1	Caymito	1	Coal			1	Coal		
		2	In port	2	General cargo			2	In port		
10	Baltimore	5	Baltimore	2	Coal			2	Sugar and molasses		
				1	Assorted			1	Assorted		
				2	Mails			2	Mails		
		1	Sagua	1	General cargo			1	Ballast		
		1	New York	1	Coal			1	Assorted		
		1	Falmouth	1	Coal			1	Sugar		
		2	In port	2	Coal, hay, iron bridge, &c			2	In port		
2	Norfolk	1	Sagua	1	Railroad ties			1	Sugar		
		1	In port	1	Railroad ties and pine lumber			1	In port		
4	Wilmington	1	Sagua	1	Lumber			1	Ballast		
		1	Cardenas	1	do			1	do		
		2	In port	2	do			2	In port		
1	Georgetown, N. C.	1	Remedios	1	do			1	Ballast		
13	Charleston	11	Charleston	5	Lumber, rice, and empty hhds.			5	Molasses and fruit		
				6	Mails			6	Mails		
		1	New Orleans	1	do			1	do		
		1	In port	1	Rice			1	In port		
3	Savannah	1	Boston	1	do			1	Molasses		
		1	New York	1	Lumber and rice			1	Sugar		
		1	Cardenas	1	Rice, &c			1	Ballast		
6	Jacksonville	1	Baltimore	1	Lumber and railroad ties			1	Sugar and molasses		
		1	Sagua	1	Assorted			1	Molasses		
		1	Gibara	1	Lumber			1	Ballast		
		1	Remedios	1	do			1	do		
		1	Mantua	1	do			1	do		
		1	In port	1	do			1	In port		
45	Key West	43	Key West	42	Live fish			1	Ballast		
				1	Cattle			1	do		
		1	Tampa	1	do			1	do		
		1	Trinidad	1	Ballast			1	do		
1	Tampa	1	Key West	1	Cattle			1	do		
8	Mobile	1	Mobile	1	Lumber			1	Cigars and fruit		
		1	Cardenas	1	do			1	Ballast		
		1	Sagua	1	do			1	Lumber		
		1	Remedios	1	do			1	Ballast		
		1	Sierra Morena	1	do			1	do		
		1	London	1	Ballast			1	Sugar		
		1	In port	1	Lumber			1	In port		
		1	Trinidad	1	do			1	Ballast		
8	Pensacola	1	New York	1	do			1	Sugar		
		2	Baltimore	2	do			2	do		
		3	Cardenas	3	do			3	Ballast		
		1	Sagua	1	do			1	Sugar		
		1	Matanzas	1	do			1	do		
18	New Orleans	18	New York	4	Assorted and ballast			4	Sugar and ballast		
				14	Mails			14	Mails		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended June 30, 1860—Continued.	25	New Orleans	1	Charleston	1	Mails		1	Mails		
			15	New Orleans	3	Assorted		3	Sugar and cigars		
					12	Mails		12	Mails		
			3	Matanzas	3	Lard, corn, and assorted		3	Ballast		
			3	Sagua	3	Assorted and railroad ties		3	Sugar and ballast		
			1	Remedios	1	General cargo		1	Sugar		
			2	In port	2	Assorted and ballast		2	In port		
	1	Galveston	1	Boston	1	Ballast		1	Sugar and cigars		
	6	Aspinwall	6	Aspinwall	6	Mails		6	Mails		
	6	Sierra Morena	5	Portland	5	Molasses		5	Molasses		
			1	Boston	1	....do		1	....do		
	2	Mariel	1	New Bedford	1	....do		1	....do		
			1	Bristol	1	....do		1	....do		
	2	Mantua	2	Baltimore	1	Copper ore		1	Copper ore		
					1	Molasses		1	Molasses		
	2	Bahia Honda	2	Portland	2	....do		2	... do		
	1	St. Jago	1	New York	1	Ballast		1	Sugar		
	1	Caymito	1	Boston	1	Molasses		1	Molasses		
	1	Port Oratava	1	In port	1	Assorted		1	In port		
	1	St. Lucia	1	Philadelphia	1	Ballast		1	Ballast		
	7	Liverpool	1	Matanzas	1	Coal		1	....do		
			1	Hamburg	1	Coal and salt		1	Sugar, cigars, and tobacco		
			1	Falmouth	1	Coal		1	Ballast		
			4	In port	4	Coal and assorted		4	In port		
	1	Cardiff	1	Falmouth	1	Coal		1	Sugar		
	1	Newport	1	....do	1	Railroad ties and boards		1	....do		
	1	Sunderland	1	London	1	Coal		1	....do		
	2	Newcastle-upon-Tyne.	1	Remedios	1	Coal		1	Ballast		
			1	In port	1	Coal		1	In port		
	2	Shields	2	...do	2	Coal		2	... do		
	1	Glasgow	1	....do	1	Coal		1	....do		
	2	Havre	1	Cronstadt	1	Ballast		1	Cigars		
			1	Matanzas	1	....do		1	Ballast		

	2	Antwerp	1	Sagua	1	Bricks and hay		1	do		
			1	In port	1	do		1	In port		
	1	Callao	1	New York	1	Guano		1	Sugar		
	2	Macao	2	In port	2	702 coolies		2	In port		
	391		391		391			391			
Quarter ended September 30, 1860.	56	In port	5	Portland	5	Given in last return		2	Sugar and molasses		Entered: 37 steamers, 12 ships, 57 barks, 51 brigs, 32 schooners, 46 sloops—235, and 56 in port. Cleared: 38 steamers, 14 ships, 67 barks, 53 brigs, 32 schooners, 44 sloops—248, and 43 in port. Agg'te tonnage entered: 87,610.
								2	Sugar		
								1	Ballast		
			4	Boston	4	do		1	Sugar, molasses, cigars, and tobacco.		
								1	Sugar and molasses		
								1	Sugar and cigars		
								1	Sugar		
			12	New York	12	do		1	Sugar and molasses		
								1	Sugar, cigars, and tobacco		
								10	Sugar		
			1	Philadelphia	1	do		1	Sugar and cigars		
			2	Baltimore	2	do		2	Sugar		
			1	Pensacola	1	do		1	Ballast		
			1	New Orleans	1	do		1	Sugar and rum		
			6	Matanzas	6	do		3	Sugar		
								3	Ballast		
			1	Cardenas	1	do		1	do		
			5	Remedios	5	do		1	Coal		
								4	Ballast		
			9	Sagua la Grande	9	do		5	Sugar		
								4	Ballast		
			1	Bahia Honda	1	do		1	do		
			1	London	1	do		1	Sugar, cigars, and tobacco		
			5	Falmouth	5	do		5	Sugar		
			2	In port	2	do		2	In port		
	1	Port Metway	1	New York	1	Lumber		1	Sugar		
	5	Bangor	1	Sagua	1	do		1	Ballast		
			1	Sierra Morena	1	do		1	do		
			1	Cardenas	1	do		1	Empty hogsheads		
			2	In port	2	do		2	In port		
	1	Frankfort	1	do	1	do		1	do		
	1	Wiscasset	1	Philadelphia	1	do		1	Sugar		
	2	Bath	1	Cardenas	1	do		1	Ballast		
			1	In port	1	do		1	In port		
	7	Portland	1	Cardenas	1	do		1	Ballast		
			1	Portland	1	do		1	do		
			1	Boston	1	do		1	Sugar		
			1	Sierra Morena	1	do		1	Molasses		
			1	Remedios	1	do		1	Ballast		
			2	Matanzas	2	Lumber and railroad ties		2	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY. CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED. No. of vessels.	VESSELS ENTERED. Where from.	VESSELS CLEARED. No. of vessels.	VESSELS CLEARED. Where for.	CARGOES. INWARD. No. of vessels.	CARGOES. INWARD. Description.	CARGOES. INWARD. Value.	CARGOES. OUTWARD. No. of vessels.	CARGOES. OUTWARD. Description.	CARGOES. OUTWARD. Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Heim.											
Quarter ended September 30, 1860—Cont'd.	8	Portland	2	Sagua	2	Lumber		2	Ballast		
			1	Bahia Honda	1	do		1	do		
			5	In port	5	Lumber, fish, and empty hhds.		5	In port		
	13	Boston	3	Boston	3	General cargo		3	Sugar		
			1	Portland	1	Lumber and empty hhds		1	Sugar and molasses		
			2	New York	2	Ice, empty hhds., and staves		2	Sugar		
			1	Remedios	1	Ice		1	do		
			1	Bahia Honda	1	General cargo		1	Ballast		
			1	Mariel	1	do		1	do		
			4	In port	4	Ice, lumber, potatoes, apples		4	In port		
	1	Newport	1	Ortegosa	1	Hoop poles		1	Ballast		
	42	New York	15	New York	12	Assorted and coal		12	Sugar and cigars		
					3	Mails		3	Mails		
			1	Portland	1	Coal		1	Sugar		
			1	Boston	1	General cargo		1	do		
			1	Philadelphia	1	Coal		1	Sugar and molasses		
			1	Baltimore	1	General cargo		1	Sugar, cigars, and tobacco		
			8	New Orleans	8	Mails		8	Mails		
			4	Sagua	4	General cargo		4	Sugar and ballast		
			1	Remedios	1	do		1	Sugar		
			1	Cardenas	1	Coal		1	do		
			1	Macao	1	Coal		1	Assorted		
			1	Not stated	1	Coal		1	Sugar		
			7	In port	7	General cargo		7	In port		
	8	Philadelphia	5	Philadelphia	5	Assorted and coal		5	Sugar and cigars		
			3	In port	3	Assorted and machinery		3	In port		
	9	Baltimore	4	Baltimore	4	Coal		4	Sugar and molasses		
			1	Sagua	1	Coal		1	Sugar		
			1	Hamburg	1	Coal		1	Sugar and molasses		
			3	In port	3	Coal		3	In port		
	2	Norfolk	1	Sagua	1	Assorted		1	Ballast		
			1	In port	1	do		1	In port		
	3	Wilmington	1	Baltimore	1	Lumber		1	Sugar		

		1	St. Mary's	1	do			1	Ballast		
		1	Cardenas	1	do			1	Molasses		
5	Charleston	1	New York	1	Rice			1	Sugar		
		1	Baltimore	1	Rice			1	Sugar		
		1	Charleston	1	Mails			1	Mails		
		1	Tampico	1	Lumber			1	Sugar, cigars, and tobacco		
		1	In port	1	Rice and lumber			1	In port		
1	Savannah	1	Savannah	1	Rice and empty casks			1	Ballast		
1	Jacksonville	1	New York	1	Lumber			1	Sugar and molasses		
63	Key West	57	Key West	52	Live fish			52	Ballast		
				5	Cattle			5	do		
		2	Tampa	2	do			2	do		
		1	New York	1	Ballast			1	Sugar		
		3	In port	3	Live fish			3	In port		
5	Tampa	4	Tampa	4	Cattle			4	Ballast		
		1	Key West	1	do			1	do		
3	Pensacola	2	Philadelphia	2	Lumber			2	Sugar and molasses		
		1	Remedios	1	do			1	Ballast		
5	Mobile	2	Mobile	2	do			2	Sugar, fruit, mahogany, &c		
		1	New Orleans	1	do			1	Sugar		
		2	In port	2	do			2	In port		
23	New Orleans	10	New York	10	Mails			10	Mails		
		1	Baltimore	1	Assorted			1	Sugar		
		10	New Orleans	6	Mails			6	Mails		
				4	Assorted			4	Sugar and cigars		
		1	Matanzas	1	do			1	Sugar		
		1	In port	1	Lard, corn, &c.			1	In port		
1	Aspinwall	1	Aspinwall	1	Mails			1	Mails		
1	Tampico	1	Baltimore	1	Ballast			1	Sugar		
1	Vera Cruz	1	Sagua	1	do			1	Ballast		
1	Curaçoa	1	Philadelphia	1	Molasses			1	Molasses		
1	Cardenas	1	do	1	Coal			1	Sugar and cigars		
2	Matanzas	2	New Orleans	2	Molasses			2	Sugar, cigars, and tobacco		
1	Sierra Morena	1	Portland	1	do			1	Molasses		
2	Bahia Honda	1	do	1	do			1	do		
		1	In port	1	do			1	In port		
1	Caymeto	1	do	1	do			4	do		
1	St. Thomas	1	Matanzas	1	Ballast			1	Ballast		
1	Turk's Island	1	In port	1	Empty hogsheads			1	In port		
6	Liverpool	1	Boston	1	Coal			1	Sugar and cigars		
		1	New York	1	General cargo			1	Sugar, cigars, and tobacco		
		1	New Orleans	1	Coal			1	do do		
		1	Sagua	1	General cargo			1	Ballast		
		2	In port	2	Coal			2	In port		
1	Newcastle	1	Sagua	1	Coal			1	Ballast		
1	Newport, Eng	1	In port	1	Iron and coal			1	In port		
2	Bristol	1	Bristol	1	General cargo			1	Sugar and molasses		
		1	In port	1	do			1	In port		
1	Cadiz	1	do	1	Coal			1	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
C. J. Helm.											
Quarter ended September 30, 1860—Cont'd.	1	Canton	1	New York	1	Coolies		1	Ballast		
	1	Macao	1	do	1	do		1	Sugar, cigars, and tobacco		
	291		291		291			291			
Quarter ended December 31, 1860.	43	In port	4	Boston	4	Given in former return.		4	Sugar, molasses, cigars, and honey.		Entered: 65 steamers, 6 ships, 49 barks, 83 brigs, 51 schooners, 28 sloops—282, and 43 in port. Cleared: 64 steamers, 10 ships, 46 barks, 60 brigs, 45 schooners, 30 sloops—255, and 70 in port. Agg'te tonnage entered: 119,109.
			9	New York	9	do		9	Sugar, molasses, tobacco, cigars, fruit, and ballast.		
			4	Philadelphia	4	do		4	Sugar, cigars, and ballast.		
			1	Baltimore	1	do		1	Sugar and cigars.		
			1	Charleston	1	do		1	do		
			1	Savannah	1	do		1	Fruit and ballast		
			1	St. Mary's	1	do		1	Ballast		
			2	Key West	2	do		2	do		
			1	Florida	1	do		1	do		
			3	Pensacola	3	do		3	do		
			3	Mobile	3	do		3	Cigars, fruit, and ballast		
			4	New Orleans	4	do		4	Assorted cargo, sugar, and ballast.		
			4	Matanzas	4	do		4	Sugar and ballast		
			1	Cardenas	1	do		1	Ballast		
			1	St. Croix	1	do		1	Rum		
			1	Africa	1	do		1	Assorted cargo		
			2	In port	2	do		2	In port		
1	Machias	1	New York	1	Lumber		1	Sugar and molasses			
1	Wiscasset	1	In port	1	Shooks and hoops		1	In port			
4	Bangor	1	Boston	1	Lumber		1	Ballast			
		2	Savannah	2	Lumber and potatoes		2	do			
		1	In port	1	Lumber		1	In port			
1	Belfast	1	Key West	1	do		1	Ballast			
28	Portland	3	Portland	3	Lumber, shooks, and potatoes		3	do			

		4	New York	3	Lumber, railroad ties, and potatoes.		4	Sugar, molasses, and tobacco.	
		1	Pensacola	1	Shooks		1	Ballast	
		1	Baltimore	1	Lumber, potatoes, and apples.		1	Sugar.	
		1	Savannah	1	Shooks		1	Ballast	
		1	Jacksonville	1	Lumber.		1	....do	
		1	Key West	1	Assorted cargo		1	....do	
		16	In port	16	Shooks and sundries.		16	In port	
7	Boston	1	Boston	1	General cargo		1	Sugar and tobacco.	
		1	Pensacola	1	....do		1	Ballast	
		1	Cardenas	1	... do		1	....do	
		1	Sagua	1	....do		1	...do	
		3	In port	3	Assorted, and shooks.		3	In port	
8	Newport	1	Boston	1	Potatoes and onions		1	Molasses and fruit	
		2	Mobile	1	Assorted cargo		1	Ballast	
		1	Wilmington	1	....do		1	....do	
		1	Mariel	1	Potatoes.		1	....do	
		1	Pensacola	1	Potatoes and onions		1	Molasses and fruit	
		2	In port	2	Assorted cargo		2	In port	
46	New York	13	New York	9	....do		9	Sugar, molasses, tobacco, cigars, and fruit.	
				4	Mails, &c		4	Mails, &c	
		1	Portland	1	General cargo		1	Sugar.	
		1	Norfolk	1	....do		1	Ballast	
		1	Savannah	1	....do		1	....do	
		1	Pensacola	1	....do		1	....do	
		1	Key West	1	....do		1	....do	
		1	Matanzas	1	....do		1	Sugar.	
		17	New Orleans	17	Mails, &c		17	Mails, &c	
		1	Africa	1	Assorted cargo		1	Assorted cargo	
		9	In port	9	Assorted cargo, mails, ballast		9	In port	
7	Philadelphia	1	Philadelphia	1	Assorted cargo		1	Ballast	
		1	Caymisto	1	Coal		1	Coal	
		1	Cardenas	1	Coal and provisions		1	Sugar and ballast	
		1	Sacrificios	1	Assorted cargo		1	Coal	
		3	In port	2	....do		2	In port	
				1	Railroad ties and machinery		1	....do	
4	Baltimore	4	Baltimore	2	Assorted cargo		2	Ballast	
				2	Mails, &c		2	Mails, &c	
4	Norfolk	1	Norfolk	1	Oysters		1	Fruit	
		3	In port	3	Assorted cargo and railroad ties		3	In port	
8	Wilmington	5	Wilmington	1	Assorted cargo, lumber, and spirits turpentine.		1	Ballast	
		1	Philadelphia	1	Lumber.		1	....do	
		2	In port	2	....do		2	In port	
8	Savannah	4	Savannah	4	General cargo, rice, &c.		4	Molasses and fruit	
		1	Pensacola	1	Railroad ties.		1	Ballast	
		1	Matanzas	1	Rice		1	....do	
		2	In port	2	Rice and lumber		2	In port	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended December 31, 1860—Cont'd.	11	Charleston	1	Baltimore	1	Rice		1	Sugar.		
			6	Charleston	5	Mails, &c		5	Mails, &c		
					1	Rice and empty casks		1	Ballast		
			2	New Orleans	2	Rice and lumber.		2	...do		
			1	Matanzas	1	Ballast		1	....do		
			1	In port	1	Mails, &c		1	In port		
	4	Fernandina	1	Fernandina	1	Lumber.		1	Ballast		
			1	St. Mary's	1	....do		1	...do		
			2	In port	2	Lumber and rice.		2	In port		
	5	St. Mary's.	1	Matanzas	1	Lumber.		1	Lumber.		
			4	In port	4	....do		4	In port		
	5	Jacksonville.	2	Jacksonville.	2	....do		2	Ballast		
			3	In port	3	Lumber and railroad ties.		3	In port		
	45	Key West.	39	Key West.	33	Live fish		39	Ballast		
					3	Salt fish.					
					3	Cattle.					
			1	Tampico	1	....do		1	....do		
			1	Mantua.	1	Ballast		1	....do		
			4	In port	4	Live and salt fish, and ballast.		4	In port		
	5	Tampa	5	Tampa	5	Cattle.		5	Ballast		
	14	Pensacola	3	Jacksonville.	3	Lumber.		3	....do		
			2	Pensacola.	2	....do		2	....do		
			1	Darien	1	....do		1	....do		
			3	New Orleans	3	....do		3	Sugar, molasses, and tobacco.		
			2	Wilmington.	2	....do		2	Ballast		
			3	In port	3	....do		3	In port		
	7	Mobile	4	Mobile	4	....do		4	Cigars and fruit		
			3	In port	3	....do		3	In port		
	31	New Orleans	16	New York	16	Mails, &c		16	Mails, &c		
			11	New Orleans	8	....do		8	....do		
					3	General cargo		3	Sugar, tobacco, and fruit.		
			3	Africa	3	....do		3	Assorted cargo		
			1	In port	1	....do		1	In port		

1	Tampico	1	Charleston	1	Cattle		1	Ballast		
1	Aspinwall	1	New Orleans	1	Ballast		1	do		
1	Elizabethport	1	Africa	1	Coal		1	Assorted cargo		
1	Sierra Morena	1	Boston	1	Molasses		1	Molasses		
1	Cabanas	1	New York	1	do		1	do		
1	Ortigasa	1	Portland	1	do		1	do		
2	Mariel	1	Boston	1	do		1	do		
		1	Newport	1	do		1	do		
1	Santa Maria	1	St. Mary's	1	Lumber		1	Ballast		
1	Caymisto	1	Portland	1	Molasses		1	Molasses		
1	Cienfuegos	1	Remedios	1	Ballast		1	Sugar		
1	Bahia Honda	1	Boston	1	Molasses		1	Molasses		
4	Liverpool	2	New Orleans	2	Coal		2	Coal		
		2	In port	2	Coal		2	In port		
3	Cardiff	1	Matanzas	1	Railroad iron		1	Railroad iron		
		2	In port	2	Coal		2	In port		
2	Bristol	1	Pensacola	1	Assorted cargo		1	Ballast		
		1	In port	1	do		1	In port		
1	Glasgow	1	do	1	Coal		1	do		
3	Antwerp	1	New Orleans	1	Assorted cargo		1	Ballast		
		2	In port	2	Assorted cargo, bricks, and hay		2	In port		
1	Sisal	1	New Orleans	1	Assorted cargo		1	Fruit		
1	Trieste	1	Charleston	1	do		1	Ballast		
1	Genoa	1	In port	1	Marble		1	In port		
325		325		325			325			
Quarter ended March 31, 1861.	37	In port	3	Portland	3	Reported in last return	2	Sugar and ballast		Entered: 37 steamers, 23 ships, 68 barks, 88 brigs, 81 schooners, 35 sloops—332, and 70 in port.
							1	Molasses		
			3	Boston	3	do	3	Molasses and 30 cases cigars		
			9	New York	9	do	1	Mails, &c		
							1	Sugar, cigars, and tobacco		
							4	Sugar		
							3	Ballast		
			1	Philadelphia	1	do	1	do		Cleared: 36 steamers, 12 ships, 61 barks, 102 brigs, 78 schooners, 35 sloops—324, and 78 in port.
			1	Norfolk	1	do	1	do		
			2	Wilmington	2	do	2	do		Agg'te tonnage entered: 117,030.
			1	Charleston	1	do	1	do		
			2	Savannah	2	do	1	Molasses and fruit		
							1	Ballast		
			1	Fernandina	1	do	1	do		
			2	St. Mary's	2	do	2	do		
			5	Jacksonville	5	do	5	do		
			2	Key West	2	do	2	do		
			1	Pensacola	1	do	1	do		
			2	Mobile	2	do	1	Fruit and cigars		
							1	Ballast		
			2	New Orleans	2	do	2	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended March 31, 1861—Continued.	33	In port	14	Cardenas	14	Reported in last return		1	Molasses		
								13	Ballast		
			5	Cienfuegos	5	do		5	do		
			4	Matanzas	4	do		1	192 boxes sugar		
								3	Ballast		
			4	Sagua	4	do		4	do		
			1	Sierra Morena	1	do		1	do		
			1	Trinidad	1	do		1	do		
			1	Remedios	1	do		1	do		
			3	In port	3	do		3	In port		
1	Machias		1	New York	1	Lumber		1	Sugar		
1	Camden		1	Cardenas	1	do		1	Ballast		
1	Frankfort		1	In port	1	do		1	In port		
4	Bucksport		1	Cardenas	1	do		1	Ballast		
			3	In port	3	do		3	In port		
1	Bath		1	Nuevitas	1	Box shooks		1	Ballast		
1	Belfast		1	Trinidad	1	do		1	do		
3	Searsport		1	Cardenas	1	Lumber and box shooks		1	do		
			1	Sierra Morena	1	Lumber		1	do		
			1	In port	1	Lumber and box shooks		1	In port		
5	Wiscassett		1	Remedios	1	Box shooks		1	Ballast		
			1	Cardenas	1	do		1	Assorted		
			1	New York	1	do		1	Sugar and molasses		
			1	Sierra Morena	1	do		1	Empty hogsheads		
			1	Minatitlan	1	Lumber and box shooks		1	Ballast		
47	Portland		1	Portland	1	Box shooks		1	do		
			2	Boston	2	Lumber and box shooks		2	Molasses		
			1	New York	1	Box shooks		1	Sugar		
			2	Matanzas	1	do		1	Box shooks		
					1	Lumber		1	Ballast		
			1	Remedios	1	do		1	do		
			14	Sagua la Grande	14	Lumber and box shooks		14	do		
			1	Trinidad	1	do		1	do		

		1	Cienfuegos	1	Box shooks, potatoes and apples		1	....do		
		12	Cardenas	12	Assorted, lumber, and shooks		12	Sugar and ballast		
		3	Sierra Morena	3	Box shooks and lumber		3	Empty hogsheads and ballast		
		8	In port	8	....do		8	In port		
		1	Nuevitas	1	Lumber		1	Ballast		
18	Boston	1	Boston	1	Assorted		1	Sugar		
		1	Trinidad	1	Box shooks		1	Ballast		
		1	Matanzas	1	Assorted		1	....do		
		4	Sagua la Grande	4	....do		4	....do		
		3	Cardenas	3	Ice, box shooks and empty hhds.		3	Assorted and ballast		
		8	In port	8	Ice and assorted		8	In port		
11	Philadelphia	1	Philadelphia	1	Assorted		1	Sugar		
		1	New York	1	....do		1	Sugar		
		3	Cardenas	3	....do		3	Ballast		
		6	In port	6	....do		6	In port		
3	Baltimore	2	Baltimore	2	Assorted and mails		2	Assorted and mails		
		1	Marseilles	1	Coal		1	Sugar		
57	New York	1	Portland	1	Assorted		1	Sugar		
		10	New York	6	....do		6	Sugar and fruit		
				4	Mails, &c.		4	Mails, &c.		
		9	New Orleans	9	....do		9	....do		
		1	Vera Cruz	1	Assorted and coal		1	Inward cargo		
		1	Matanzas	1	Assorted		1	Ballast		
		1	Remedios	1	....do		1	....do		
		1	Gibara	1	....do		1	....do		
		2	Cardenas	2	Assorted, coal, and hay		2	Sugar, tobacco, cigars, &c.		
		1	Gibraltar	1	Assorted		1	Sugar		
		2	Falmouth	2	....do		2	Sugar		
		1	Manzanilla	1	....do		1	Ballast		
		7	Sagua	7	Lumber, shooks, corn and oats		7	Sugar and ballast		
		1	Africa	1	Assorted		1	Assorted		
		19	In port	19	Assorted, hay, stone, hoops, and coal.		19	In port		
4	Norfolk	1	New York	1	Lumber		1	Sugar		
		1	Norfolk	1	Assorted		1	Molasses and fruit		
		1	Matanzas	1	Railroad ties		1	Ballast		
		1	In port	1	Empty hogsheads		1	In port		
6	Wilmington	1	Norfolk	1	Rice		1	Ballast		
		3	Cardenas	3	Lumber		3	....do		
		1	Falmouth	1	....do		1	Sugar		
		1	In port	1	....do		1	In port		
2	Charleston	1	Charleston	1	Rice and empty casks		1	Sugar		
		1	Wilmington	1	Rice		1	Ballast		
4	Savannah	1	Savannah	1	Lumber, rice, &c.		1	Molasses		
		1	Jacksonville	1	Lumber		1	Ballast		
		1	Cardenas	1	....do		1	....do		
		1	Baracoa	1	Assorted		1	....do		
1	Georgia	1	Sagua la Grande	1	Lumber		1	....do		
1	St. Mary's	1	... do.	1	....do		1	....do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended March 31, 1861—Continued.	8	Jacksonville.....	2	Jacksonville.....	2	Lumber and railroad ties	.....	2	Ballast	.....	
			1	Portland.....	1	Lumber	.....	1	Molasses	.....	
			2	Cardenas..	2	....do.....	.....	2	Ballast	.....	
			1	Sagua.....	1	....do.....	.....	1	....do.....	.....	
			1	Charleston	1	....do.....	.....	1	....do.....	.....	
			1	In port	1	....do.....	.....	1	In port	.....	
	1	Fernandina	1	Cardenas.....	1	....do.....	.....	1	Ballast	.....	
	45	Key West.....	42	Key West.....	41	Live fish	.....	42	....do.....	.....	
					1	Cattle	.....				
			1	Tampa	1	....do.....	.....	1	....do.....	.....	
			1	Mobile	1	Ballast	.....	1	....do.....	.....	
			1	Cardenas.....	1	Dry goods	.....	1	Sugar	.....	
	1	Tampa	1	Tampa	1	Cattle	.....	1	Ballast	.....	
	15	Pensacola	1	Portland	1	Lumber	.....	1	Sugar	.....	
			1	Boston	1	....do.....	.....	1	Ballast	.....	
			4	Cardenas.....	4	....do.....	.....	4	Sugar and ballast	.....	
			3	Matanzas.....	3	....do.....	.....	3	Ballast	.....	
			2	Sagua.....	2	....do....	.....	2	....do.....	.....	
			1	Cienfuegos	1	....do.....	.....	1	....do.....	.....	
			2	Sierra Morena . .	2	....do.....	.....	2	....do.....	.....	
			1	In port	1	... do.....	.....	1	In port	.....	
	8	Mobile	2	New York.....	2	Lumber and railroad ties	.....	2	Sugar	.....	
			3	Mobile	3	Lumber	.....	3	Fruit, sugar, cigars, &c.....	.....	
			1	Sagua	1	....do..... ...	.....	1	Ballast	.....	
			1	Cardenas.....	1	...do....	....	1	....do	.....	
			1	In port	1	Lumber and spars.....	.....	1	In port	.....	
	28	New Orleans	8	New York.....	1	Assorted.....	.....	1	Sugar	.....	
					7	Mails, &c.....	.....	7	Mails, &c.....	.....	
			18	New Orleans	8	Assorted.....	.....	8	Sugar, fruit, and ballast	.....	
					10	Mails, &c...	.....	10	Mails, &c.....	.....	
			2	In port	2	Assorted, and mails, &c	....	2	In port	.....	
	3	Galveston	1	Savannah	1	Lumber	....	1	Molasses	.....	
			2	In port	2	....do.....	.....	2	In port	.....	

1	Elizabethport	1	Cardenas	1	Coal		1	Sugar			
1	Matanzas	1	London	1	Ballast		1	Sugar and honey			
1	Trinidad	1	Sagua	1	Assorted		1	Ballast			
3	Sierra Morena	1	Portland	1	Molasses		1	Molasses			
		2	Boston	2	....do		2	....do			
1	Mariel	1	Portland	1	....do		1	....do			
1	Baracoa	1	Savannah	1	....do		1	....do			
1	Honduras	1	Matanzas	1	Ballast		1	Ballast			
1	London	1	In port	1	....do		1	In port			
9	Liverpool	1	New York	1	Assorted		1	Sugar			
		1	New Orleans	1	Coal		1	Ballast			
		1	Cronstadt	1	Coal		1	Sugar			
		6	In port	1	Assorted		6	In port			
				5	Coal						
2	Glasgow	2	....do	1	Coal		2	....do			
				1	Not stated						
5	Troon	1	Matanzas	1	Coal		1	Coal			
		1	Sagua	1	Coal		1	Coal			
		3	In port	3	Coal		3	In port			
10	Cardiff	1	New York	1	Coal		1	Sugar and molasses			
		1	Falmouth	1	Coal		1	Sugar			
		2	Sagua	2	Coal		2	Sugar			
		2	Cardenas	2	Coal		2	Sugar			
		4	In port	4	Coal		4	In port			
5	Newport	1	Mariel	1	Assorted		1	Molasses			
		3	Cardenas	1	Potatoes, onions, and hoops		1	....do			
				2	Assorted and coal		2	Ballast			
		1	Remedios	1	Railroad iron		1	....do			
3	Bristol	1	Sierra Morena	1	Assorted		1	Sugar			
		1	Cardenas	1	....do		1	Ballast			
		1	In port	1	....do		1	In port			
2	Havre	1	New York	1	Ballast		1	Ballast			
		1	In port	1	....do		1	In port			
4	Antwerp	2	Cardenas	2	Assorted		2	Molasses and ballast			
		1	Matanzas	1	....do		1	Ballast			
		1	In port	1	... do		1	In port			
1	Genoa	1	....do	1	Ballast		1	....do			
1	Macao	1	New Orleans	1	Coolies		1	Ballast			
402		402		402			402				
Quarter ended June 30, 1861.	25	In port	2	Portland	2	In last quarter		2	Sugar		Entered: 31 steamers, 40 ships, 77 barks, 2 bark'ntines, 49 brigs, 66 schooners, 48 sloops—313, and 78 in port.
			2	Boston	2	....do		2	...do		
			9	New York	9	....do		7	Sugar and honey		
								2	Ballast		
			1	Philadelphia	1	....do		1	Sugar		Cleared: 31 steamers, 45 ships, 87 barks, 2 barkentines, 63 brigs, 74 schooners, 46 sloops—348, and 5 sold, and 38 in port.
			1	Charleston	1	....do		1	Molasses		
			10	Matanzas	10	... do		10	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended June 30, 1861—Continued.	53	In port	3	Remedios	3	In last quarter		3	Ballast		Agg'te tonnage entered: 118,486.
			1	Sierra Morena	1	do		1	do		
			2	Nuevitas	2	do		2	do		
			11	Cardenas	11	do		2	Empty hogsheads		
								9	Ballast		
			10	Sagua	10	do		10	do		
			2	New Orleans	2	do		2	Assorted and mails		
			2	London	2	do		2	Sugar		
			1	Antwerp	1	do		1	Assorted		
			2	Hamburg	2	do		2	Sugar and cigars		
			7	Falmouth	7	do		7	Sugar		
			3	Cronstadt	3	do		3	Sugar and cigars		
			1	St. Petersburg	1	do		1	do		
			4	Not stated	1	do		1	Not stated		
			1	(Reg'ter canc'lld.)	1	do		1	(Register cancelled)		
			3	In port	3	do		3	In port		
	2	Belfast	1	Cardenas	1	Lumber		1	Ballast		
			1	In port	1	General cargo		1	In port		
	1	Bucksport	1	Cardenas	1	Lumber		1	Ballast		
	1	Searsport	1	Sagua	1	do		1	do		
	1	Frankfort	1	Cardenas	1	do		1	do		
	3	Wiscasset	1	Sagua	1	do		1	do		
			1	Cardenas	1	Box shooks		1	do		
			1	Sierra Morena	1	do		1	do		
	1	Kennebunk	1	In port	1	General cargo		1	In port		
	1	Winter Port	1	Holmes's Hole	1	Lumber		1	Molasses		
	27	Portland	8	Cardenas	8	Lumber, shooks, and empty hogsheads.		8	Ballast		
			4	Matanzas	4	Assorted and lumber		4	do		
			4	Sagua	4	Sugar, shooks, and lumber		4	do		
			4	Sierra Morena	4	Shooks, lumber, and empty hogsheads.		4	do		
			1	Remedios	1	Shooks and lumber		1	do		

		1	Cienfuegos	1	Shooks and empty hhds		1	do		
		1	Mariel	1	Shooks and lumber		1	do		
		1	Baracoa	1	Shooks and empty hhds		1	do		
		1	Portland	1	Lumber and shooks		1	do		
		1	Falmouth	1	Shooks and empty hhds		1	do		
		1	In port	1	General cargo		1	In port		
11	Boston	2	Remedios	2	Ice and general cargo		2	Ballast		
		4	Matanzas	4	General cargo, lumber, and shooks.		4	do		
		2	Sagua	2	Rice and empty hhds		2	do		
		1	Falmouth	1	Assorted		1	Sugar		
		1	Camden	1	Ice		1	Ballast		
		1	In port	1	General cargo		1	In port		
63	New York	1	Boston	1	do		1	Sugar		
		12	New York	6	General cargo and hay		6	Sugar and cigars		
				6	Mails, &c		6	Mails, &c		
		8	Matanzas	8	Lumber and general cargo		8	Sugar and ballast		
		10	Sagua	10	General cargo, stones, and coal		10	Ballast		
		13	Cardenas	13	General cargo, stones, and hay		13	do		
		3	Remedios	3	General cargo		3	do		
		1	Key West	1	Mails, &c		1	Mails, &c		
		5	Falmouth	5	General cargo		5	Sugar		
		1	Baltimore	1	Lumber		1	do		
		3	New Orleans	3	Mails, &c		3	Mails, &c		
		6	In port	6	Assorted, paving stones, coal, and hay.		6	In port		
16	Philadelphia	5	Cardenas	5	Assorted and coal		5	Ballast		
		4	Matanzas	4	do		4	do		
		2	Sagua	2	do		2	Sugar and ballast		
		1	Falmouth	1	do		1	do		
		4	In port	4	do		4	In port		
4	Baltimore	1	Matanzas	1	Assorted		1	Ballast		
		3	Baltimore	3						
1	Savannah	1	Newport	1	Rice		1	Sugar and molasses		
1	Fernandina	1	New York	1	Lumber		1	Sugar		
63	Key West	53	Key West	52	Live fish		52	Ballast		
				1	Cattle		1	do		
		1	New York	1	Ballast		1	Sugar		
		1	Tampa	1	Cattle		1	Ballast		
		1	Sagua	1	Ballast		1	do		
		1	Charleston	1	Salt and live fish		1	Cigars		
		1	Falmouth	1	Ballast		1	Ballast		
		1	Narr Kaping	1	do		1	do		
		4	In port	4	Live fish		4	In port		
1	Indianola, *via* Key West	1	New York	1	Mails		1	Mails		
2	Tampa	1	Key West	1	Cattle		1	Ballast		
		1	Tampa	1	do		1	do		
2	Pensacola	2	Cardenas	2	Lumber		2	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended June 30, 1861—Continued.	4	Pensacola	1	Matanzas	1	Lumber		1	Sugar		
			1	New Orleans	1	Bricks		1	Ballast		
			1	Remedios	1	Railroad ties		1	do		
			1	New York	1	Mails		1	Mails		
	6	Mobile	2	Cardenas	2	General cargo		2	Ballast		
			1	Baltimore	1	Ballast		1	Sugar		
			1	New York	1	do		1	Sugar		
			1	Remedios	1	do		1	Sugar		
			1	Sold	1	do		1	Sold		
	18	New Orleans	1	Philadelphia	1	General cargo		1	Sugar		
			6	New York	6	Mails, &c		6	Mails, &c		
			1	Cardenas	1	Ballast		1	Ballast		
			2	Sagua	2	do		2	Sugar and ballast		
			5	New Orleans	4	Mails, &c		4	Mails, &c		
					1	Assorted		1	Sugar and fruit		
			2	Sold	2	Assorted and mails		2	Sold		
			1	In port	1	Hides, corn, lard, and tallow		1	In port		
	3	Galveston	2	New York	2	Coal and ballast		2	Coal and ballast		
			1	Falmouth	1	Ballast		1	Sugar		
	1	Texas	1	New York	1	Mails		1	Mails		
	1	Vera Cruz	1	Falmouth	1	Coal		1	Sugar		
	1	Truxillo	1	Batahano	1	Cattle		1	Ballast		
	1	St. Thomas	1	Boston	1	Ballast		1	do		
	1	Cardenas	1	In port	1	Molasses		1	In port		
	2	Sierra Morena	1	Holmes's Hole	1	do		1	Molasses		
			1	Portland	1	General cargo		1	do		
	2	Mariel	1	Cardenas	1	Ballast		1	Ballast		
			1	Portland	1	Molasses		1	Molasses		
	1	Baracoa	1	Portland	1	do		1	do		
	1	Ship Island	1	Sagua	1	Lumber		1	Ballast		
	1	Rio de Janeiro	1	New York	1	Coffee		1	Coffee		
	1	Buenos Ayres	1	Cardenas	1	Ballast		1	Ballast		
	2	London	1	New York	1	do		1	do		

		1	Falmouth	1	do			1	Sugar		
19	Liverpool	3	Cardenas	3	General cargo and coal			3	Ballast		
		3	New York	3	Coal and ballast			3	do		
		5	Sagua	5	Coal			5	do		
		1	Manzanillo	1	Coal and salt			1	do		
		1	Matanzas	1	Ballast			1	do		
		1	Cienfuegos	1	Coal			1	do		
		1	Amsterdam	1	Coal			1	Sugar		
		4	In port	2	Coal			2	In port		
				2	General cargo			2	do		
10	Cardiff	3	Sagua	3	Coal			3	Ballast		
		1	Cardenas	1	Coal			1	do		
		1	Mariel	1	Coal			1	do		
		1	Remedios	1	Coal			1	do		
		1	Cienfuegos	1	Coal			1	do		
		1	Matanzas	1	Coal			1	do		
		1	Dunkirk	1	Coal			1	Molasses		
		1	In port	1	Coal			1	In port		
7	Newport	1	Cienfuegos	1	Coal			1	Ballast		
		1	Trinidad	1	Coal			1	do		
		1	Matanzas	1	Coal			1	do		
		1	Sagua	1	Assorted			1	do		
		1	Cardenas	1	Coal and iron			1	do		
		1	New Brunswick	1	Ballast			1	do		
		1	In port	1	Coal			1	In port		
2	Bristol	1	Matanzas	1	Assorted			1	Ballast		
		1	Portland	1	Ballast			1	do		
1	Greenock	1	Cardenas	1	Coal			1	do		
6	Troon	1	Antwerp	1	Coal			1	Sugar		
		1	Matanzas	1	Coal			1	Ballast		
		1	Sold	1	Coal			1	Sold		
		3	In port	3	Coal			3	In port		
6	Havre	2	Boston	2	Ballast			2	Ballast		
		1	New York	1	do			1	Sugar		
		1	Falmouth	1	do			1	do		
		1	Antwerp	1	do			1	Sugar, cigars, and tobacco		
		1	Cardenas	1	do			1	Ballast		
4	Antwerp	1	Sagua	1	Hay, bricks, and machinery			1	do		
		1	New York	1	Hay, &c			1	do		
		1	Cardenas	1	Hay, bricks, &c			1	do		
		1	In port	1	General cargo			1	In port		
1	Hamburg	1	Sold	1	Ballast			1	Sold		
1	Genoa	1	Portland	1	do			1	Ballast		
1	Canary Isles	1	In port	1	General cargo			1	In port		
1	Canton	1	Rockland	1	Coolies			1	Ballast		
3	Macao	1	New York	1	do			1	do		
		1	London	1	do			1	Sugar		
		1	In port	1	do			1	In port		
1	Shanghai	1	Matanzas	1	do			1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
HAVANA.											
Ch. J. Helm.											
Quarter ended June 30, 1861—Continued.	3	Not reported.....	3	In port	3	General cargo and shooks.....	.....	3	In port	.....	
	391	.....	391	.....	391	.....	.....	391	.....	.....	
Quarter ended September 30, 1861.	38	In port	1	St. John's	1	Last quarter	.....	1	Ballast	.....	Entered: 9 steamers, 6 ships, 15 barks, 15 brigs, 26 schooners, 45 sloops—116, and 38 in port. Cleared: 10 steamers, 11 ships, 24 barks, 17 brigs, 33 schooners, 48 sloops—143; 2 sold, and 9 in port. Agg'te tonnage entered: 28,425.
			2	Portland.....	2	....do.....	.....	2	....do.....	.....	
			2	Boston	2	....do.....	.....	2	Sugar	.....	
			6	New York.....	6	....do.....	.....	5	....do.....	.....	
								1	Ballast	.....	
			1	New York, *via* Sagua.	1	....do.....	.....	1	....do.....	.....	
			1	Philadelphia.....	1	....do.....	.....	1	....do.....	.....	
			4	Key West	4	....do.....	.....	3	....do.....	.....	
								1	Sugar.....	.....	
			2	Matanzas	2	....do.....	.....	2	Ballast	.....	
			2	Cardenas.....	2	....do.....	.....	2	....do.....	.....	
			5	Sagua.....	5	....do.....	.....	5	....do.....	.....	
			1	Manzanilla	1	....do.....	.....	1	....do	.....	
			1	Central America	1	....do.....	.....	1	....do.....	.....	
			1	London	1	....do.....	.....	1	Sugar.....	.....	
			1	Hamburg.....	1	....do.....	.....	1	....do.....	.....	
			1	Sold	1	....do.....	.....	1	Sold.....	.....	
			3	In port	3	....do.....	.....	3	In port	.....	
			4	Not stated.....	4	...do.....	.....	4	Not stated	.....	
1	Machias.....	1	Cardenas.....	1	Lumber	.....	1	Ballast	.....		
6	Portland.....	4	Portland.....	4	....do.....	.....	3	....do.....	.....		
								1	Molasses	.....	
		1	Sagua	1	....do..	.....	1	Ballast	.....		
		1	Cardenas.....	1	....do.....	.....	1	....do.....	.....		
11	Boston	3	Boston	3	Assorted, empty hhds, and ice.	.....	3	....do.....	.....		
		1	New York.....	1	Assorted.....	.....	1	Sugar...	.....		
		1	Baltimore	1	....do.....	.....	1	Ballast	.....		

		1	Newport	1	do		1	do		
		1	Matanzas	1	Ice		1	do		
		1	Baracoa	1	General cargo		1	do		
		1	Santa Cruz	1	do		1	do		
		1	Tabasco	1	Coals and empty hogsheads		1	do		
		1	Sold	1	Ballast		1	Sold		
1	Bristol	1	Cabanas	1	Assorted		1	Ballast		
21	New York	12	New York	6	Mails, &c		6	Mails, &c		
				1	General cargo		1	do		
				5	do		3	Sugar		
							2	Ballast		
		2	Philadelphia	2	General cargo and coal		2	do		
		1	Cardenas	1	General cargo		1	do		
		1	Matanzas	1	do		1	Sugar		
		1	Sagua	1	do		1	Sugar		
		1	Remedios	1	do		1	Sugar		
		3	In port	3	do		3	In port		
9	Philadelphia	1	Boston	1	Coal		1	Ballast		
		1	Newport	1	Coal		1	do		
		1	New York	1	Coal		1	do		
		3	Philadelphia	1	Assorted		1	Assorted		
				2	Coal		2	Ballast		
		1	Cardenas	1	Coal		1	do		
		1	Sagua	1	General		1	do		
		1	In port	1	do		1	In port		
1	Baltimore	1	New York	1	Mails, &c		1	Mails, &c		
58	Key West	58	Key West	58	Live fish and ballast		58	Ballast and passengers		
1	St. Jago de Cuba	1	New York	1	Mails, &c		1	Mails, &c		
1	Sierra Morena	1	Portland	1	Molasses		1	Molasses		
1	Baraçoa	1	Boston	1	do		1	do		
1	Liverpool	1	In port	1	Coal		1	In port		
1	Newcastle	1	do	1	Coal		1	do		
3	Macao	1	Boston	1	Coolies		1	Ballast		
		2	New York	2	do		2	do		
154		154		154			154			

MATANZAS.

Hugh Martin, jr.

Quarter ended December 31, 1861.	9	In port	9	Not stated	9	Reported last quarter		9	Not reported		Entered: 4 steamers, 5 ships, 23 barks, 34 brigs, 22 schooners, 1 sloop—89, and 9 in port.
	1	Bangor	1	In port	1	Shooks		1	In port		
	1	Belfast	1	do	1	Box shooks		1	do		Cleared: 4 steamers, 3 ships, 15 barks, 15 brigs, 16 schooners, 1 sloop—59, and 39 in port.
	1	Wiscasset	1	do	1	do		1	do		
	5	Portland	3	Portland	3	Lumber, box shooks, railroad ties, &c.		3	Molasses and ballast		Agg'te tonnage entered: 24,756 and 63 95.
			1	Boston	1	Box shooks, &c		1	Sugar, molasses, and honey		
			1	Philadelphia	1	Lumber, apples, and potatoes		1	Sugar		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MATANZAS.											
Hugh Martin, jr.											
Quarter ended December 31, 1861—Cont'd.	12	Portland	1	Not stated.	1	Hhd. shooks		1	Ballast		
			11	In port	11	Hhd. and box shooks, and assorted cargoes.		11	In port		
	7	Boston	3	Boston	3	Ice and general cargo		3	Sugar, molasses, and ballast		
			1	St. Mary's, Fla.	1	General cargo		1	Ballast		
			3	In port	3	Box shooks, &c		3	In port		
	1	Fall River	1	Savannah	1	Assorted cargo		1	Fruit		
	1	Providence	1	Apalachicola	1	Hoops and shooks		1	Ballast		
	1	Bristol	1	In port	1	Assorted cargo		1	In port		
	9	New York	5	New York	5	General cargo and ice		1	Sugar and molasses		
			1	Key West	1	Assorted cargo		1	Ballast		
			3	In port	3	Assorted cargo and box shooks		3	In port		
	5	Philadelphia	1	Nuevitas	1	Machinery and cooperage		1	Old rails		
			4	In port	4	Assorted cargo		4	In port		
	2	Baltimore	1	Norfolk	1	....do		1	Ballast		
			1	New Orleans	1	Lard and hhd. shooks		1	Molasses		
	1	Richmond	1	In port	1	Assorted cargo		1	In port		
	1	Norfolk	1	....do	1	Hoops and shooks		1	....do		
	1	Wilmington, N. C.	1	....do	1	Lumber		1	....do		
	1	Georgetown, S. C.	1	Mobile	1	....do		1	Ballast		
	3	Charleston, S. C.	1	Charleston	1	Rice and lard		1	Molasses and fruit		
			2	Savannah	2	Rice, lumber, and staves		2	Ballast		
	2	Savannah	1	....do	1	Rice		1	Molasses		
			1	In port	1	Rice and potatoes		1	In port		
	1	Jacksonville, Fla.	1	Wilmington, N. C.	1	Lumber		1	Ballast		
	3	St. Mary's	1	St. Mary's	1	....do		1	....do		
			1	Savannah	1	Lumber and rice		1	Molasses		
			1	In port	1	Lumber		1	In port		
	1	Fernandina	1	St. Mary's	1	....do		1	Ballast		
	3	Key West	1	Key West	1	Fish		1	....do		
			2	Havana	2	....do		2	Fish		
	1	Pensacola	1	Pensacola	1	Lumber		1	Ballast		
			1	Unknown	1	....do		1	....do		

3	New Orleans	1	Pensacola	1	Hoops, &c.....	.....	1	....do	.....	
		1	Savannah	1	....do.....	.....	1	....do.....	.....	
		1	In port	1	....do.....	.....	1	In port	.....	
1	Nassau, N. P....	1	....do.	1	Potatoes.....	.....	1	....do.....	.....	
9	Havana	1	Portland	1	Ballast	.....	1	Sugar and molasses	.....	
		1	Boston	1	Molasses	.....	1	Molasses	.....	
		1	New York..	1	Sugar	.....	1	Not reported.....	.....	
		1	Baltimore	1	Ballast	.....	1	Old rails.....	.....	
		1	Charleston	1	....do.....	.....	1	Molasses	.....	
		1	Savannah	1	....do.....	.....	1	....do.....	.....	
		1	Valparaiso.....	1	Sugar	.....	1	Sugar	.....	
		2	In port	2	Railroad iron and lumber	.....	2	In port	.....	
5	Cardenas	1	Cardenas	1	Assorted cargo.....	.....	1	Ballast	.....	
		1	Boston	1	Ballast	.....	1	Molasses	.....	
		1	St. Mary's.....	1	Lumber	.....	1	Sugar	.....	
		1	St. Mark's.....	1	....do.....	.....	1	Ballast	.....	
		1	In port	1	...do.....	.....	1	In port	.....	
1	Callao.....	1	In port, in distr'ss.	1	Guano.....	.....	1	In port, put in in distress	.....	
2	Glasgow.....	2	In port	2	Coal.....	.....	2	In port	.....	
2	Troon, Scotland..	1	Charleston.....	1	Coal.....	.....	1	Sugar and molasses	.....	
		1	In port	1	Coal.....	.....	1	In port	.....	
1	Not stated.....	1	New York.....	1	Ballast	.....	1	Ballast	.....	
98	.....	98	.....	98	....	.....	98	.....	.....	
Quarter ended March 31, 1861.	39	In port	39	Not reported.....	39	Given in last quarter.	.....	39	.....	.....
	1	Machias.....	1	In port.....	1	Lumber.	.....	1	In port	.....
	26	Portland	8	Portland	8	Shooks, hoops, lumber, and assorted cargo.	.....	8	Molasses	.....
			4	New York.....	4	Assorted cargo, shooks, and hogsheads.	.....	4	Sugar and molasses..	.....
			3	Boston	3	Box shooks and rice.....	.....	3	Assorted cargo and molasses..	.....
			1	Philadelphia.	1	....do.....do.....	.....	1	Molasses	.....
			1	Baltimore.	1	... do .....do	.....	1	Sugar.	.....
			1	Richmond.	1	....do.....do.....	.....	1	Sugar and molasses	.....
			1	Holmes's Hole...	1	Lumber.	.....	1	Molasses	.....
			1	New Orleans	1	Shooks	.....	1	Sugar	.....
			2	Falmouth	2	....do.....	.....	2	Sugar and molasses	.....
			1	Greenock.....	1	Empty hogsheads....	.....	1	....do.....	.....
			3	In port	3	Box shooks and cooperage....	.....	3	In port	.....
	1	Medford.....	1	London.	1	Box shooks and wagon.....	.....	1	Sugar.	.....
	1	Ipswich.	1	Baltimore.	1	Shooks	.....	1	Molasses	.....
	12	Boston	1	Boston	1	....do.....	.....	1	....do.....	.....
			3	Portland.....	3	Lumber, shooks, and cooperage	.....	3	Sugar and molasses.....	.....
			3	New York.....	3	Assorted cargo and empty hhds	....	3	Sugar	.....
			2	Baltimore.	2	Assorted cargo and lumber. ..	.....	2	Molasses	.....
			2	Not stated.....	2	Assorted cargoes	.....	2	Molasses and melado.....	.....
			1	In port	1	....do.	.....	1	In port	.....

Entered: 3 steamers, 4 ships, 28 barks, 54 brigs, 36 schooners—125, and 39 in port.

Cleared: 3 steamers, 5 ships, 35 barks, 63 brigs, 40 schooners—146, and 18 in port.

Agg'te tonnage entered: 33,090 and 54-95.

NOTE.—Consul omitted to report, in this quarter, the destination and outward cargoes of the 39 vessels remaining in port at the close of last quarter.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MATANZAS.											
Hugh Martin, jr.											
Quarter ended March 31, 1861—Continued.	3	Providence	1	Charleston	1	Hoops and potatoes		1	Molasses		
			2	In port	2	Coal, hoops, and shooks		2	In port		
	1	Bristol	1	Bristol	1	Assorted cargo		1	Sugar		
	17	New York	1	Portland	1	Ballast		1	Sugar and molasses		
			10	New York	10	Machinery, ice, hoops and shooks, and assorted cargoes.		10	Sugar, molasses, fruit, and assorted cargoes.		
			1	Falmouth	1	Assorted cargo		1	Sugar		
			3	Not stated	3	Assorted cargo and empty casks		3	Sugar and molasses		
			2	In port	2	Assorted cargo		2	In port		
	5	Philadelphia	1	Philadelphia	1	Shooks and hoops		1	Sugar		
			2	New York	2	...do		2	Molasses and melado		
			2	In port	2	Assorted cargo and shooks		2	In port		
	2	Baltimore	2	New York	2	Hoops and shooks, coal and ties		2	Sugar and molasses		
	1	Norfolk	1	....do	1	Hoops and railroad ties		1	Sugar		
	1	Wilmington	1	In port	1	Lumber		1	In port		
	1	Charleston	1	Charleston	1	Rice and empty hogsheads		1	Molasses and fruit		
	7	Savannah	7	Savannah	7	Lumber, rice, lard, potatoes, and ballast.		7	Sugar, molasses, and fruit		
	1	Jacksonville	1	New York	1	Lumber		1	Molasses		
	5	St. Mary's	1	Portland	1	....do		1	....do		
			1	Holmes's Hole	1	....do		1	....do		
			1	St. Mary's	1	...do		1	....do		
			1	Frankfort	1	....do		1	....do		
			1	Not stated	1	...do		1	Ballast		
	2	Fernandina	2	New York	2	Coal and lumber		2	Molasses and inward cargo		
	1	Key West	1	Key West	1	Fish		1	Ballast		
	1	Florida Keys	1	Baltimore	1	Lumber		1	Sugar		
	6	Pensacola	2	Boston	2	...do		2	....do		
			2	New York	2	Lumber, and part cargo of sugar		2	....do		
			1	Pensacola	1	Lumber		1	Sugar and molasses		
			1	In port	1	....do		1	In port		
	2	New Orleans	1	New York	1	Shooks		1	Molasses		

		1	New Orleans	1	Corn and lard.....	.....	1	Ballast	.....	
13	Havana.	1	Boston	1	Put in in distress.....	.....	1	Original cargo.....	.....	
		2	Portland.....	2	Rice, lard, and potatoes	.....	2	Sugar and molasses..	.....	
		1	New York.....	1	Box shooks.....	.....	1	Molasses	.....	
		1	Baltimore.	1	Ballast	.....	1	Sugar.	.....	
		1	Charleston.....	1	....do.....	.....	1	Sugar and molasses	.....	
		3	Falmouth, Engl'd.	3	Coal and ties.....	.....	3	....do.....	.....	
		1	Cork	1	Ballast	.....	1	Molasses	.....	
		3	In port	3	Assorted cargo and ballast....	.....	3	In port	.....	
2	Cardenas.....	2	New York.....	2	Shooks and coal.	.....	2	Sugar and molasses	.....	
1	St. Jago.....	1	....do	1	Ballast	.....	1	Sugar.	.....	
2	St. Thomas.	1	Portland	1	....do.....	.....	1	Molasses	.....	
		1	Philadelphia. ...	1	....do.....	.....	1	Sugar.	.....	
1	Carthagena	1	Falmouth.	1	Railroad ties.....	.....	1	....do.....	.....	
1	Santos	1	In port.....	1	Ballast	.....	1	In port	.....	
2	St. John's, N. B..	1	Baltimore.	1	Box shooks.....	.....	1	Sugar.	.....	
		1	Falmouth.....	1	....do.....	.....	1	Sugar and molasses	.....	
1	St. Andrew's....	1	In port	1	Railroad ties.....	.....	1	In port	.....	
2	Liverpool	1	Havana.	1	Shooks.	.....	1	Molasses	.....	
		1	Cork	1	Coal	.....	1	Melado.....	.....	
1	Gibraltar	1	Falmouth	1	Spanish tiles.....	.....	1	Sugar.	.....	
2	Not stated.....	2	New York	2	Not reported.....	.....	2	Molasses	.....	
164	.....	164	.....	164	.....	.....	164	....	.....	
Quarter ended June 30, 1861.										
18	In port	18	Not reported.....	18	Reported last quarter.....	.....	18	Not reported.....	.....	Entered: 3 steamers, 14 ships, 46 barks, 52 brigs, 38 schooners—153, and 18 in port.
1	Eastport.....	1	Cardenas	1	Lumber	.....	1	Ballast	.....	
1	Bangor.....	1	....do.	1	....do.....	.....	1	..do.....	.....	
1	Frankfort.....	1	....do.	1	....do.....	.....	1	....do.....	.....	Cleared: 3 steamers, 13 ships, 45 barks, 54 brigs, 41 schooners—156, and 15 in port.
1	Wiscasset.....	1	New York.....	1	Lumber and shingles.....	.....	1	Sugar	.....	
1	Harpswell.....	1	In port	1	Shooks and hogheads	.....	1	In port	.....	
17	Portland.....	5	Portland.....	5	Assorted cargo, shooks, and hogsheads.	.....	5	Sugar, molasses, and fruit	.....	Agg'te tonnage entered: 49,121 and 2-95.
		3	Boston	3	Shooks, hoops, and hhds	.....	3	Sugar and molasses	.....	
		3	New York.....	3	Lumber, shooks, and hhds...	.....	3	Sugar	.....	
		1	Greenock.....	1	Shooks and lumber.....	.....	1	Sugar	.....	
		1	Sagua la Grande.	1	Shooks and hogsheads	.....	1	Ballast	.....	
		1	Not stated	1	Lumber	.....	1	... do.....	.....	
		3	In port	3	Lumber and box shooks	.....	3	In port	.....	
7	Boston	1	Portland.....	1	Empty hogsheads	.....	1	Molasses	.....	
		2	Boston	2	Assorted cargoes.....	.....	2	Sugar and molasses	.....	
		1	Holmes's Hole...	1	Lumber and railroad cars.....	.....	1	Molasses	.....	
		1	Sagua la Grande.	1	Fish, potatoes, and assorted cargo.	.....	1	Ballast	.....	
		1	San Juan de los Remedios.	1	Shooks and hoops.....	.....	1	....do.....	.....	
		1	Greenock.....	1	Assorted cargo.....	.....	1	Sugar	.....	
1	Providence	1	New York.....	1	Ballast	.....	1	Sugar and molasses	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MATANZAS.											
Hugh Martin, jr.											
Quarter ended June 30, 1861—Continued.	21	New York	1	Providence	1	Lumber		1	Molasses		
			15	New York	15	Lumber, shooks, coal, ties, hhds., and general cargoes.		15	Sugar, molasses, and fruit		
			1	Sandy Hook	1	Assorted cargo		1	Sugar		
			1	San Juan de los Remedios.	1	Coal		1	Sugar		
			2	In port	2	Assorted cargoes		2	In port		
			1	London	1	....do		1	Sugar		
	6	Philadelphia	1	Portland	1	Lumber		1	Molasses		
			1	Boston	1	....do		1	Sugar		
			3	New York	3	Assorted cargo, shooks, &c		3	Sugar and molasses		
			1	Philadelphia	1	Coal and shooks		1	....do....do		
	4	Baltimore	1	Portland	1	....do....do		1	Sugar		
			1	Sagua la Grande	1	Coal		1	Ballast		
			1	Falmouth	1	Cooperage stuff		1	...do		
			1	In port	1	Assorted cargo		1	In port		
	1	Norfolk	1	Portland	1	Ties and nails		1	Molasses		
	2	Charleston	2	New York	2	Lumber and ballast		2	Sugar		
	7	Savannah	4	Savannah	4	Lumber, rice, and ass'ted cargo		4	Sugar, molasses, and fruit		
			2	New York	2	Ballast		2	Sugar and molasses		
			1	Sagua la Grande	1	Lumber		1	Ballast		
	2	St. Mary's	2	New York	2	....do		2	Sugar		
	1	Key West	1	....do	1	Ballast		1	Molasses		
	2	Cedar Keys	1	Portland	1	Lumber		1	....do		
			1	Gibara	1	....do		1	Ballast		
	1	Pensacola	1	New York	1	...do		1	Sugar		
	1	New Orleans	1	....do	1	Assorted cargo		1	Sugar		
	1	Galveston	1	....do	1	Ballast		1	Molasses		
	1	Sabine	1	....do	1	Lumber		1	....do		
	1	Nassau, N. P.	1	....do	1	Ballast		1	Sugar		
	3	St. Thomas	1	Cork	1	....do		1	Sugar		
			1	New York	1	....do		1	Ballast		
			1	Falmouth	1	....do		1	Sugar		

43	Havana	1	Bristol	1	do		1	Sugar		
		6	Portland	6	Lumber, coopers' stuff, &c		6	Sugar and molasses		
		4	Boston	4	Ballast		4	do do		
		1	Sandy Hook	1	do		1	Sugar		
		9	New York	9	Lumber, ballast, and sugar		9	Sugar and molasses		
		2	Philadelphia	2	Ballast		2	Sugar		
		1	Baltimore	1	Sugar, (part cargo)		1	Sugar		
		1	Savannah	1	Light		1	Molasses		
		7	Falmouth	7	Ballast		7	Sugar		
		3	Cork	3	do		3	Sugar and molasses		
		1	Liverpool	1	do		1	Sugar		
		1	San Juan Remedios.	1	do		1	Ballast		
		1	Bremen	1	do		1	Sugar		
		1	Not stated	1	do		1	Sugar		
		4	In port	4	do		4	In port		
1	Cardenas	1	Philadelphia	1	Lumber		1	Sugar and molasses		
2	Vera Cruz	2	New York	2	Ballast		2	Sugar and fruit		
1	Aspinwall	1	do	1	do		1	Sugar		
1	Buenos Ayres	1	In port	1	do		1	In port		
1	Saltilla river	1	St. Mary's	1	Lumber		1	Molasses		
1	Port la Salle	1	New York	1	Ballast		1	Sugar and molasses		
2	London	1	Cork	1	do		1	Sugar		
		1	New York	1	do		1	Sugar		
9	Liverpool	1	London	1	Coal		1	Molasses		
		2	Cork	2	Coal and ballast		2	Sugar and molasses		
		1	Falmouth	1	Ballast		1	Sugar		
		2	Cardenas	2	Coal		2	Ballast		
		3	In port	3	Coal and crockery		3	In port		
1	Southampton	1	San Juan Remedios.	1	Ballast		1	Ballast		
1	Glasgow	1	In port	1	Coal		1	In port		
2	Dublin	1	New York	1	Ballast		1	Sugar		
		1	Cork	1	do		1	Sugar		
3	Havre	1	New York	1	do		1	Sugar		
		1	Cork	1	do		1	Sugar		
		1	Hamburg	1	do		1	Sugar		
1	Not stated	1	New York	1	Lumber		1	Sugar		
	171		171		171			171		
Quarter ended September 30, 1861.	4	Portland	1	Portland	1	Shooks and coopers' stuff		1	Ballast	Entered: 3 steamers, 1 ship, 5 barks, 6 brigs, 5 schooners—20.
			1	Boston	1	Lumber and coopers' stuff		1	Sugar	
			2	In port	2	Shooks, lumber, and coopers' stuff.		2	In port	Cleared: 3 steamers, 1 ship, 5 barks, 3 brigs, 5 schooners—17, and brigs, 3 in port.
	2	Boston	1	New York	1	Assorted merchandise		1	Sugar	
			1	Turk's Island	1	Ice and coopers' stuff		1	Ballast	Agg'te tonnage entered: 6,910 and 43-95.
	1	Providence	1	do	1	Shooks and coopers' stuff		1	do	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS. MATANZAS. *Hugh Martin, jr.*											
Quarter ended September 30, 1861—Cont'd.	6	New York	4	New York	4	Assorted merchandise		4	Sugar and ballast		
			1	Turk's Island	1	do do		1	Ballast		
			1	Cardenas	1	Shooks and coopers' stuff		1	do		
	2	Philadelphia	1	Philadelphia	1	Assorted merchandise		1	Fruit		
			1	In port	1	do do		1	In port		
	1	Tortugas	1	Bangor	1	Ballast		1	Ballast		
	1	Galveston	1	New York	1	do		1	Sugar		
	3	Havana	2	Cork	2	do		2	Molasses		
			1	New York	1	Sugar		1	Sugar		
	20		20		20			20			
Quarter ended December 31, 1861.		No return									No return.
CARDENAS.											
Quarter ended March 31, 1861.	25	In port	3	Portland	3	Reported last quarter		2	Molasses		Entered: 1 ship, 37 barks, 96 brigs, 63 schooners—197, and 25 in port. Cleared: 34 barks, 79 brigs, 53 schooners—166, and 56 in port. Agg'te tonnage entered: 46,572 and 47-95.
								1	Ballast		
			3	Boston	3	do		3	Sugar and molasses		
			11	New York	11	do		10	do do		
								1	Ballast		
			2	Philadelphia	2	do		2	Sugar		
			1	Wilmington	1	do		1	Ballast		
			2	Savannah	2	do		2	Molasses		
			1	Cienfuegos	1	do		1	Ballast		
			2	Cork	2	do		2	Sugar, molasses, and melado		
	1	Calais	1	Philadelphia	1	Lumber		1	Sugar		
	1	Machias	1	Matanzas	1	do		1	Assorted		
	1	Belfast	1	Belfast	1	Box shooks		1	Molasses		
	2	Searsport	1	Boston	1	do		1	do		
			1	In port	1	do		1	In port		
	1	Bucksport	1	do	1	Box shooks and lumber		1	do		
	1	Frankfort	1	Boston	1	Provisions		1	Sugar and molasses		
	1	Wiscasset	1	New York	1	Box shooks		1	do		
	1	Augusta	1	Portland	1	Empty hogsheads		1	Molasses		

40	Portland	1	Bangor	1	Box shooks		1	Sugar and molasses		
		6	Portland	6	Coopers' stuff and box shooks.		6	....do....do		
		8	Boston	8	Box shooks and lumber		8	....do....do.		
		9	New York	9	Box shooks, coopers' stuff, and lumber.		9	....do....do		
		1	Holmes's Hole	1	Box shooks		1	....do....do.		
		2	Philadelphia	2	....do		2	....do....do		
		1	Baltimore	1	....do		1	Molasses		
		2	Wilmington	2	Coopers' stuff and box shooks.		2	...do		
		10	In port	10	....do....do.		10	In port		
14	Boston	3	Boston	3	Box shooks and ballast		3	Sugar and molasses		
		1	New York	1	Assorted		1	....do....do		
		1	Philadelphia	1	....do		1	....do....do		
		9	In port	9	Assorted coopers' stuff, and empty casks.		9	In port		
24	New York	9	New York	9	Ditto, ditto, and lumber		9	Sugar and molasses		
		1	New Orleans	1	Coopers' stuff		1	Molasses		
		2	Cork	2	Coopers' stuff, and assorted		2	Sugar and molasses		
		12	In port	8	Assorted and empty hhds		12	In port		
				4	Ballast					
11	Philadelphia	2	Boston	2	Box shooks and coopers' stuff		2	Sugar and molasses		
		3	New York	3	....do		3	....do		
		6	In port	6	Assorted and ditto		6	In port		
3	Baltimore	1	Portland	1	Coopers' stuff		1	Molasses		
		1	Boston	1	Coal		1	Sugar and molasses		
		1	Matanzas	1	Coal		1	Assorted		
3	Wilmington	1	Boston	1	Ballast		1	Molasses		
		1	New York	1	Lumber		1	Sugar and molasses		
		1	Newport	1	....do		1	Molasses		
8	Savannah	3	Boston	3	Rice, lumber, &c.		3	Sugar and molasses		
		4	Savannah	4	Rice and ballast		4	Molasses		
		1	In port	1	Ballast		1	In port		
4	Pensacola	2	New York	2	Lumber		2	Sugar		
		2	In port	2	... do		2	In port		
1	New Orleans	1	....do	1	Hoops		1	....do		
63	Havana	10	Portland	10	Ballast		10	Molasses		
		12	Boston	12	....do		12	Molasses and melado		
		22	New York	22	...do		22	Sugar, molasses, and melado		
		3	Philadelphia	3	....do		3	....do		
		1	Savannah	1	....do		1	Molasses		
		1	London	1	....do		1	Sugar		
		6	Cork	6	....do		6	Sugar and molasses		
		8	In port	8	Ballast		8	In port		
3	Matanzas	2	New York	2	....do		2	Sugar and molasses		
		1	Frankfort	1	....do		1	Molasses		
1	Remedios	1	In port	1	Coopers' stuff		1	In port		
3	Sierra Morena	2	New York	2	Molasses		2	Molasses		
		1	Portland	1	....do		1	....do		
1	St. Thomas	1	New York	1	Ballast		1	Sugar		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
CARDENAS. *Hugh Martin, jr.*											
Quarter ended March 31, 1861—Continued.	1	St. Thomas	1	Portland	1	Ballast		1	Sugar and molasses		
	1	Turk's Island	1	Frankfort	1	Salt		1	Molasses		
	1	Mayaguez	1	In port	1	Ballast		1	In port		
	1	Curaçoa	1	New York	1	Salt		1	Sugar and molasses		
	1	Liverpool	1	In port	1	Ballast		1	In port		
	1	Bristol	1	do	1	Iron and coal		1	do		
	1	Glasgow	1	Matanzas	1	Coal		1	Molasses		
	2	Cardiff	1	New York	2	Coal		1	Sugar and molasses		
			1	In port				1	In port		
	222		222		222			222			
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.
SAN JUAN DE LOS REMEDIOS, CUBA. *J. Stone.*											
Quarter ended December 31, 1860.	1	Portland	1	New York	1	Shooks, &c		1	Sugar and molasses	$3,391 00	Entered and cleared: 1 ship, 3 brigs, 2 schooners—6.
	1	Boston	1	Jacksonville	1	Machinery, &c		1	Ballast		Agg'te tonnage entered: 1,374.
	2	New York	1	Boston	1	do		1	Sugar and molasses	3,147 00	
			1	New York	1	Shooks, &c		1	do	9,500 00	
	1	Havana	1	Cowes	1	Ballast		1	Timber, 1,016 logs	12,544 00	
	1	Sagua la Grand	1	New York	1	do		1	Sugar	12,738 00	
	6		6		6			6		41,320 00	
Quarter ended March 31, 1861	4	Portland	2	Boston	2	Shooks, &c		2	564 hhds. sugar and 98 hhds. molasses.	24,670 00	Entered and cleared: 1 ship, 3 barks, 11 brigs, 7 schooners—22.

		1	New York	1	do		1	210 hhds. sugar and 101 hhds. molasses.	12,532 00	Agg'te tonnage entered: 5,387.
		1	Portland	1	do		1	360 hhds. molasses	5,400 00	
2	Boston	2	Boston	2	do		2	443 hhds. sugar and 95 hhds. molasses.	23,285 00	
3	New York	1	do	1	Lumber		1	212 hhds. sugar and 60 hhds. molasses.	11,500 00	
		2	New York	2	Shooks, &c		2	369 hhds. sugar and 150 hhds. molasses.	19,109 00	
								20 hhds. honey		
3	Philadelphia	2	do	2	do		2	480 hhds. sugar and 50 hhds. molasses.	24,750 00	
		1	Cardenas	1	do		1	Inward cargo		
1	Pensacola	1	Boston	1	Lumber		1	315 hhds. sugar and 20 hhds. molasses.	16,050 00	
1	Mobile	1	New York	1	do		1	329 hhds. sugar and 40 hhds. molasses.	17,879 00	
6	Havana	2	Boston	2	Ballast		2	480 hhds. sugar and 50 hhds. molasses.	22,630 00	
		3	New York	3	do		3	533 hhds. sugar and 520 hhds. molasses.	35,759 00	
		1	Falmouth	1	do		1	200 hhds sugar	10,000 00	
1	Matanzas	1	do	1	Sugar, &c		1	669 hhds. sugar	33,450 00	
1	Cardiff	1	Boston	1	Coals		1	175 hhds. sugar	8,750 00	
22		22		22			22		265,764 00	
Quarter ended June 30, 1861.										
2	Portland	1	Boston	1	Shooks, &c		1	212 hhds. sugar	10,600 00	Entered and cleared: 1 ship, 7 barks, 11 brigs, 8 sch'rs—27.
		1	New York	1	Lumber		1	216 hhds. sugar	10,190 00	
1	New Bedford	1	San Francisco	1	Ballast		1	510 hhds. sugar	25,500 00	Agg'te tonnage entered: 7,627.
3	New York	1	Boston	1	do		1	300 hhds. sugar and 60 hhds. molasses.	5,900 00	
		2	New York	2	Ballast and lumber		2	315 hhds. sugar and 90 hhds. molasses	15,432 00	
14	Havana	4	Boston	4	Ballast		4	699 hhds. sugar, 179 hhds. molasses, and 15 tierces honey.	39,545 00	
		7	New York	7	do		7	2,305 hhds. sugar and 456 hhds. molasses.	115,604 00	
		2	London	2	do		2	1,101 hhds. sugar and 150 tierces sugar.	58,800 00	
		1	Cork	1	do		1	420 hhds. molasses	6,300 00	
3	Cardenas	2	New York	2	do		2	662 hhds. sugar and 39 tierces honey.	34,525 00	
		1	Cork	1	do		1	200h hds. "concentrado" and 251 tierces molasses.	10,250 00	
2	Matanzas	2	New York	2	do		2	1,172 hhds. sugar and 30 hhds. molasses.	53,630 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
SAN JUAN DE LOS REMEDIOS, CUBA. *J. Stone.*											
Quarter ended June 30, 1861—Continued.	1	St. Thomas.....	1	New York.....	1	Ballast	.....	1	212 hhds. sugar and 15 tierces honey.	$11,200 00	
	1	Cardiff	1	Boston	1	Coal.....	.....	1	426 hhds. and 1 tierce sugar, and 16 hhds. molasses.	22,302 00	
	27	.....	27	.....	27	.....	.....	27	.....	429,778 00	
Quarter ended September 30, 1861.	1	Key West	1	New York.....	1	Ballast	.....	1	Sugar and molasses, viz: 322 hhds sugar and 264 hhds. molasses.	19,255 00	Entered: 2 barks. Cleared: 2 barks. Agg'te tonnage entered: 657.
	1	Havana	1	....do.	1	....do.....	.....	1	Sugar, 214 hhds.; molasses, 120 hhds.	13,100 00	
	2	.....	2	.....	2	.....	.....	2	.....	32,355 00	
NUEVITAS. *Richard Gibbs.*											
Six months ended December 31, 1860.	4	In port	4	New York.....	4	Before reported	.....	4	Melado, molasses, sugar, honey, and copper ore.	72,322 59	Entered: 1 bark, 17 brigs, 2 schooners—20, and 4 in port.
	16	New York.....	14	....do.	14	Ballast and light	.....	14	Sugar, molasses, melado, honey, copper ore, cedar, mahogany, fustic, cigars, and hair.	237,504 73	Cleared: 3 barks, 15 brigs, 1 schooner—19, and 5 in port. Agg'te tonnage entered: 4,306 and 24-95.
			2	In port	2	....do.....	.....	2	In port.....	.....	
	1	Matanzas	1	New York.....	1	....do	.....	1	Cedar, fustic, and honey.....	6,305 69	
	3	Jacksonville, Fla.	3	In port	3	....do...	.....	3	In port.....	.....	
	24	.....	24	.....	24	.....	.....	24	.....	316,133 01	
Quarter ended March 31, 1861.	5	In port	5	New York... ...	5	Before reported	.....	5	Melado, molasses, sugar, honey, hair, mahogany, cedar, cigars, &c.	49,869 84	Entered: 2 ships, 1 bark, 12 brigs, 2 schooners—17, and 5 in port.

	14	New York	8	do	8	Ballast and unknown		8	Melado, molasses, sugar, honey, and cigars.	98,082 52	Cleared: 1 ship, 1 bark, 11 brigs, 2 schooners—15, and 7 in port.
			6	In port	6	do		6	In port		
	2	Havana	1	Plymouth	1	Ballast		1	Not reported		Agg'te tonnage entered: 3,958 and 90 95.
			1	In port	1	do		1	In port		
	1	Cayo Francis (?)	1	London	1	Unknown		1	Unknown		
	22		22		22			22		147,952 36	
Quarter ended June 30, 1861.	7	In port	6	New York	6	In last return		6	690 hhds. sugar, 569 hhds. molasses, 1,347 hhds. and 1 tierce melado, 43 tierces honey, and 31 tons fustic.	82,676 18	Entered: 1 ship, 2 barks, 15 brigs, 1 schooner—19, and 7 in port. Cleared: 2 ships, 2 barks, 18 brigs, 2 schooners—24, and 2 in port.
			1	Amsterdam	1	do		1	Unknown		Agg'te tonnage entered: 3,142 and 78-95.
	10	New York	8	New York	8	Not stated		8	1,635 hhds. and 20 tierces sugar, 253 hhds. molasses, 1,688 hhds. and 41 tierces melado, 3 tierces honey.	125,091 09	
			2	In port	2	do		2			
	1	Bath	1	New York	1	do		1	195 hhds. sugar, 71 hhds. molasses, 41 hhds. melado, 2 tierces honey.	10,112 97	
	2	Machias	2	do	2	do		2	203 hhds. sugar, 167 hhds. molasses, 50 hhds. melado, 18 tierces honey.	15,609 07	
	2	Havana	1	Portland	1	Ballast		1	81 hhds. melado, 38 tons fustic.	2,280 00	
			1	New York	1	Not stated		1	182 hhds. melado, 107 hhds. sugar, 4 hhds. molasses.	9,035 50	
	2	Guadeloupe	2	do	2	do		2	355 hhds. sugar, 3 hhds. molasses, 206 hhds. and 40 tierces melado.	19,928 28	
	2	Martinique	2	do	2	do		2	529 hhds. sugar, 6 hhds. molasses, 239 hhds. melado.	22,819 93	
	26		26		26			26		287,553 02	
Quarter ended September, 30, 1861.	2	In port	2	New York	2	In last quarter		2	335 hhds. and 40 tierces sugar, 486 hhds. and 2 tierces melado, 23 hhds. molasses, and 1 tierce honey.	26,523 49	Entered: 2 brigs, 2 schooners—4, and 3 in port. Cleared: 3 brigs, 2 schooners—5, and 2 in port.
	3	New York	1	do	1	Not reported		1	234 hhds. sugar, 151 hhds. melado, 47 hhds. and 3 tierces molasses, 6 tierces honey, and 15 bales wax.	15,370 81	Agg'te tonnage entered: 1,112 and 90-95.
			2	In port	2	do		2	In port		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
NUEVITAS. *Richard Gibbs.*											
Quarter ended September 30, 1861—Cont'd.	1	St. Jago.....	1	New York.....	1	Ballast	.....	1	124 hhds. sugar, 53 hhds. melado, 3 hhds. molasses.	$5,812 34	
	1	St. Kitts.....	1	... do	1	....do.....	.....	1	120 hhds. and 1 tierce sugar, 36 hhds. melado, 17 hhds. molasses.	4,886 38	
	7	.....	7	.....	7	....	.....	7	....	52,593 02	
SAGUA LA GRANDE. *James H. Horner.*											
Quarter ended December 31, 1860.	1	Not stated.....	1	Portland.....	1	Not stated	.....	1	349 hhds. and 36 tierces molasses.	....	Entered 12, class not given, and 9 in port.
	2	....do.....	2	Boston	2	....do.....	.....	2	52 hhds. and 1 tierce sugar, and 614 hhds. and 75 tierces molasses.	.....	Cleared 17, class unknown, and 4 in port.
	11	New York.....	11	New York.....	11	....do.....	.....	11	2,870 hhds , 299 tierces, 132 bbls., and 83 boxes sugar; and 976 hhds., 35 tierces, and 33 bbls. molasses.	.....	Agg'te tonnage entered: 3,178 and 56-95.
	1	....do.....	1	Philadelphia.	1	....do....	.....	1	165 hhds. and 35 tierces sugar, and 64 hhds. molasses.	.....	
	1	....do.	1	New Orleans	1	....do.....	.....	1	Ballast	.....	
	1	....do.	1	Minatitlan	1	....do.....	.....	1	....do	.....	
	4	....do.	4	In port	4	....do.....	.....	4	In port	.....	
	21	.....	21	.....	21	....	.....	21	....	.....	
Quarter ended March 31, 1861.	4	In port.....	4	New York.....	4	....	.....	4	504 hhds. and 41 hhds. momolasses.	.....	Entered 56, class not given, and 4 in port.
	8	Not stated.....	8	Boston	8	Not stated	.....	8	1,386 hhds.,151 tierces, and 131 bbls. sugar; and 1,466 hhds., 68 tierces, and 35 bbls. molasses.	.....	Cleared 39, class unknown, and 21 in port. Agg'te tonnage entered: 14,664 and 60-95.

	24	....do.	24	New York	24	....do		21	5,760 hhds., 423 tierces, and 16 bbls. sugar; and 1,709 hhds., 105 tierces, and 279 bbls. molasses.		
								3	Ballast		
	1	....do.	1	Philadelphia	1	....do		1	350 hhds. and 20 tierces sugar.		
	1	....do.	1	Baltimore	1	....do		1	147 hhds., 33 tierces, and 23 bbls. sugar; and 61 hhds. molasses.		
	1	....do.	1	Falmouth, Eng.	1	....do		1	Ballast		
	21	....do.	21	In port	21	....do		21	In port		
	60		60		60			60			
Quarter ended June 30, 186 .	21	In port	1	Boston	1			1	150 hhds. and 15 tierces sugar; and 40 hhds. molasses.		Entered: 78 vessels, class not given, and 21 in port.
			13	New York	13			13	4,518 hhds., 319 tierces, and 2 bbls. sugar; and 1,184 hhds., 79 tierces, and 181 bbls. molasses.		Cleared: 90 vessels, class unknown, and 9 in port.
			3	Philadelphia	3			3	629 hhds., 69 tierces, and 5 bbls. sugar; and 278 hhds. and 14 tierces molasses.		Agg'te tonnage entered: 23,285 and 63-95.
			2	Baltimore	2			2	504 hhds. and 30 tierces sugar, and 80 hhds. molasses.		
			1	London	1			1	844 hhds. and 84 tierces sugar.		
			1	Not stated	1			1	255 hhds. sugar, and 50 hhds. and 50 bbls. molasses.		
	8	Not stated	8	Boston	8	Not stated		8	1,785 hhds. and 40 tcs. sugar; and 1,308 hhds, 170 tierces, and 130 bbls. molasses.		
	2	....do.	2	Newport	2	....do		2	634 hhds., 52 tierces, and 45 bbls. molasses.		
	1	....do.	1	Bristol	1	....do		1	307 hhds., 25 tierces, and 8 bbls. molasses.		
	45	....do.	45	New York	45	....do		45	17,327 hhds., 1,216 tierces, and 74 bbls. sugar; and 1,383 hhds., 171 tierces, and 171 bbls. molasses; and 6 tierces honey.		
	7	....do.	7	Philadelphia	7	....do		7	1,786 hhds., 158 tierces, and 4 bbls. sugar, and 170 hhds. molasses.		
	4	....do.	4	Baltimore	4	....do		4	636 hhds., 38 tierces, and 33 bbls. sugar; and 727 hhds., 67 tierces, and 34 bbls. molasses.		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
SAGUA LA GRANDE.											
James H. Horner.											
Quarter ended June 30, 1861—Continued.	1	Not stated.....	1	Cardenas	1	Not stated	.....	1	Not stated	.....	
	1	....do	1	Falmouth, Eng...	1	....do.....	.....	1	953 hhds., 9 tierces, and 4 bbls sugar.	.....	
	9	....do	9	In port	9	....do.....	.....	9	In port	.....	
	99	.....	99	.....	99	.....	.....	99	.....	.....	
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
ST. JAGO DE CUBA.											
Stephen Cochran.											
Quarter ended December 31, 1860.	4	In port	2	New York.....	2	Before reported	.....	1	Leaf tobacco	$16,136 16	Entered: 1 ship, 2 barks, 13 brigs,
								1	Ballast	.....	3 schooners—19, and 4 in port.
			1	Baltimore	1	....do.....	.....	1	Copper ore.....	Not given.	Cleared: 1 ship, 3 barks, 10 brigs,
			1	Kingston	1	....do.....	.....	1	....do.....	....do.....	3 schooners—17, and 6 in port.
	1	Newfoundland...	1	Baltimore	1	Codfish.....	$8,500 00	1	Leaf tobacco	5,218 50	Agg'te tonnage entered: 4,440.
	1	Portland.....	1	In port	1	Lumber	6,200 00	1	In port	.....	
	1	Boston	1	Minatitlan	1	Ice and provisions.....	4,000 00	1	Ballast	.....	
	6	New York.....	2	New York	2	Assorted cargo.....	13,800 00	2	Sugar and tobacco	9,274 27	
			1	Charleston, S. C..	1	....do.....	10,500 00	1	Ballast	.....	
			3	In port	3	Assorted cargo, provisions, and lumber.	17,200 00	3	In port	.....	
	4	Philadelphia	1	Philadelphia	1	Machinery and provisions ...	14,000 00	1	Ballast	.....	
			1	Manzanilla	1	....do.....	8,500 00	1	....do.....	.....	
			2	East Harbor.....	2	....do.....	24,000 00	2	....do.....	.....	
	2	Baltimore.....	1	Baltimore.....	1	Coal.....	1,400 00	1	Copper ore.....	.....	
			1	In port	1	Assorted cargo.....	7,400 00	1	In port	.....	
	2	Savannah	1	New York.....	1	Lumber	4,200 00	1	Leaf tobacco	29,682 70	
			1	In port	1	....do...	6,000 00	1	In port	.....	

	2	St. Thomas	1	Manzanilla	1	Ballast		1	Ballast		
			1	Portland	1	do		1	do		
	23		23		23		125,700 00	23		60,311 57	
Quarter ended March 31, 1861.	6	In port	2	New York	2	Before reported		2	Sugar and melado	12,694 95	Entered: 1 ship, 7 barks, 8 brigs, 11 schooners—27, and 6 in port.
			1	Baltimore	1	do		1	Sugar	557 41	Cleared: 1 ship, 7 barks, 13 brigs. 11 schooners—32, and 1 in port.
			1	Manzanillo	1	do		1	Ballast		Agg'te tonnage entered; 5,684.
			1	Matanzas	1	do		1	do		
			1	Cienfuegos	1	do		1	do		
	3	Boston	1	Santa Cruz	1	Assorted cargo	4,000 00	1	do		
			2	Cienfuegos	2	Ice and provisions	7,600 00	2	do		
	10	New York	4	New York	4	General cargo	21,800 00	4	Sugar	64,521 13	
			1	Philadelphia	1	Assorted cargo	8,500 00	1	do	17,394 05	
			1	Baracoa	1	do	2,000 00	1	do	2,005 23	
			1	Cienfuegos	1	do	4,500 00	1	Ballast		
			1	Trinidad de Cuba	1	do	5,000 00	1	do		
			2	C. Harbor (?)	2	Lumber and assorted cargo	10,000 00	2	do		
	1	Philadelphia	1	Philadelphia	1	Assorted cargo	6,500 00	1	Sugar	11,369 84	
	2	Baltimore	1	Baltimore	1	do	5,300 00	1	do	17,172 80	
			1	C. Harbor (?)	1	do	4,500 00	1	Ballast		
	1	Savannah	1	In port	1	Lumber	3,200 00	1	In port		
	2	Mobile	1	Cienfuegos	1	do	3,600 00	1	Ballast		
			1	C. Harbor (?)	1	do	3,000 00	1	do		
	1	Pensacola	1	New York	1	do	5,000 00	1	Sugar	26,382 61	
	1	Porto Rico	1	Whaling	1	Ballast		1	Ballast		
	1	Kingston, Jam'a.	1	New York	1	do		1	Sugar	2,478 81	
	3	St. Thomas	1	Santa Cruz	1	do		1	Ballast		
			2	Cienfuegos	2	do		2	do		
	1	Aspinwall	1	C. Harbor (?)	1	do		1	do		
	1	Buenos Ayres	1	London, Eng	1	do		1	Sugar	Not given.	
	33		33		33		94,500 00	33		154,576 83	
Quarter ended June 30, 1861.	1	In port	1	C. Harbor (?)	1	Before reported		1	Sugar	12,018 20	Entered: 2 barks, 7 brigs, 7 schooners—16, and 1 in port.
	6	New York	6	New York	6	Assorted cargoes of provisions	42,069 64	6	do	77,847 09	Cleared: 2 barks, 7 brigs, 8 schooners—17.
	1	Philadelphia	1	C. Harbor (?)	1	General cargo	7,000 00	1	Ballast		Agg'te tonnage entered: 3,565.
	1	Baltimore	1	Boston	1	Lumber	4,000 80	1	do		
	1	Savannah	1	New York	1	do	4,000 52	1	Sugar	8,823 55	
	1	St. Thomas	1	do	1	Ballast		1	do	20,441 93	
	1	Porto Principe	1	do	1	do		1	do	12,112 27	
	1	Trinidad de Cuba	1	do	1	do		1	do	26,811 15	
	1	Kingston, Jam'a.	1	do	1	do		1	do	16,903 71	
	1	Guadaloupe	1	C. Harbor (?)	1	do		1	do	7,164 80	
	1	Tobago	1	Baltimore	1	do		1	Ballast		
	1	New Granada	1	Wilmington, N. C.	1	do		1	do		
	17		17		17		57,070 96	17		182,122 70	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
ST. JAGO DE CUBA.											
Stephen Cochran.											
Quarter ended September 30, 1861.	2	Boston	1	New York	1	Assorted cargo	$4,800 00	1	Sugar	$23,291 74	Entered and cleared: 1 steamer, 3 barks, 1 brig, 3 schooners—8. Agg'te tonnage entered: 3,045.
			1	Neuvitas	1	do	4,500 50	1	Ballast		
	3	New York	1	New York	1	do	6,000 80	1	Sugar	25,260 74	
			2	C. Harbor (?)	2	do	11,804 90	1	Ballast		
								1	Sugar	18,801 79	
	2	Philadelphia	1	do	1	Provisions and machinery	13,800 00	1	do	8,309 56	
			1	Portland	1	Assorted cargo	4,800 60	1	Sugar and melado	4,186 14	
	1	Havana	1	New York	1	Ballast		1	Sugar	37,961 81	
	8		8		8		45,706 80	8		117,811 78	
TRINIDAD DE CUBA.											
J. R. Kooken.											
Quarter ended December 31, 1860.	4	In port	4	Not stated	4	Before reported		4	Sugar and molasses	43,345 88	Entered: 3 barks, 5 brigs—8, and 4 in port. Cleared: 4 barks, 3 brigs, and 1 schooner—8, and 4 in port. Agg'te tonnage entered: 2,112.
	6	New York	4	New York	4	Not stated		4	do	62,999 11	
			2	In port	2	do		2	In port		
	2	Philadelphia	2	do	2	do		2	do		
	12		12		12			12		106,344 99	
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return

SAN JUAN, PORTO RICO. *C. De Ronceray.*												
Quarter ended December 30, 1860.	3	In port	1	New York	1	Before reported		1	Sugar	14,000 00	Entered: 5 brigs and 4 sch'rs—9, and 3 in port.	
			2	Baltimore	2	do		2	do	21,053 50		
	1	Boston	1	St. Thomas	1	Provisions	7,000 00	1	Ballast		Cleared: 6 brigs and 4 sch'rs—10, and 2 in port.	
	3	New York	1	New York	1	do	12,000 00	1	do		Agg'te tonnage entered: 1,316.	
			2	Mayaguez	2	do	16,000 00	2	Provisions and ballast			
	4	Baltimore	1	Baltimore	1	do	11,000 00	1	Sugar, 67 hogsheads	5,088 75		
			1	Arecibo	1	do	11,000 00	1	Ballast			
			2	In port	2	do	25,000 00	2	In port			
	1	Jacksonville	1	Wilmington, N.C.	1	Lumber	4,000 00	1	Ballast			
	12		12		12		86,000 00	12		40,142 25		
Quarter ended March 31, 1861.	2	In port	1	Baltimore	1	Before reported		1	Sugar and molasses	12,432 05	Entered: 1 bark, 4 brigs, and 8 schooners—13, and 2 2 in port.	
			1	Mayaguez	1	do		1	do			
	1	New Haven	1	New York	1	Provisions	7,000 00	1	Molasses, yet in port, (loading)		Cleared: 5 brigs and 6 sch'rs—11, and 4 in port.	
	3	New York	1	do	1	do	5,000 00	1	Sugar and molasses	9,106 40		
			2	Mayaguez	2	do	13,000 00	2	Part of inward	5,000 00	Agg'te tonnage entered: 2,193.	
	3	Baltimore	1	Baltimore	1	do	6,700 00	1	Sugar and molasses	10,296 46		
			2	In port	2	do	13,000 00	2	In port			
	2	Wilmington, N. C	1	New York	1	Lumber	1,950 00	1	Sugar and molasses	13,587 53		
			1	In port	1	do	2,250 00	1	In port			
	1	Greytown, S. C.	1	Ponce	1	do	2,431 00	1	Inward cargo	2,431 00		
	1	St. Mary's, Fla	1	Mayaguez	1	do	2,295 00	1	Ballast			
	1	St. Thomas	1	do	1	Ballast		1	do			
	1	Fayal	1	Whaling	1			1				
	15		15		15		53,626 00	15		52,853 44		
Quarter ended June 30, 1861.	4	In port	1	New York	1	Before reported		1	Molasses	7,731 19	Entered: 4 brigs and 8 sch'rs—12, and 4 in port.	
			2	Arecibo	2	do		2	Sugar	5,608 90		
			1	Mayaguez	1	do		1	Lumber	2,250 00	Cleared: 1 bark, 5 brigs, and 9 schooners—15, and 1 in port.	
	2	Boston	1	New York	1	Provisions	5,000 00	1	Sugar			
			1	Turk's Island	1	do	7,000 00	1	Ballast		Agg'te tonnage entered: 2,023.	
	3	New York	1	New York	1	do	6,000 00	1	Sugar			
			2	Mayaguez	2	do	10,000 00	2	Part of inward	4,000 00		
	1	Philadelphia	1	Philadelphia	1	do	4,000 00	1	Sugar			
	3	Baltimore	2	Arecibo	2	do	13,000 00	1	Sugar	3,581 37		
								1	Sugar			
			1	In port	1	do	6,000 00	1	In port			
	1	Savannah	1	Arecibo	1	Lumber	2,000 00	1	Ballast			
	1	Jacksonville, Fla.	1	Mayaguez	1	do	2,000 00	1	Inward cargo	2,000 00		
	1	St. Thomas	1	Arecibo	1	Ballast		1	Ballast			
	16		16		16		55,000 00	16		25,441 46		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
SAN JUAN, PORTO RICO.											
C. De Ronceray.											
Quarter ended September 30, 1861.	1	In port	1	Baltimore	1	Reported before		1	Sugar	Not given.	Entered: 7 brigs and 2 sch'rs—9, and 1 in port.
	1	Boston	1	Cork	1	Provisions	$7,000 00	1	Sugar	$18,000 00	Cleared: 7 brigs and 3 sch'rs—10.
	2	New York	2	New York	2	Ice and provisions	12,000 00	2	Sugar	19,708 00	Agg'te tonnage entered: 1,667.
	1	Philadelphia	1	Philadelphia	1	Provisions	6,000 00	1	Not stated		
	3	Baltimore	2	Baltimore	2	....do	12,000 00	1	Sugar	Not given.	
								1	Sugar	9,040 00	
			1	Arecibo	1	....do	8,000 00	1	Sugar	4,215 00	
	1	Trinidad	1	... do	1	Ballast		1	Not stated		
	1	Cardiff	1	....do	1	Coals	700 00	1	Ballast		
	10		10		10		45,700 00	10		50,963 00	
GUAYAMA, PORTO RICO.											
Francis W. Preston.											
Quarter ended December 31, 1860.	1	In port	1	Not stated	1	Reported last quarter		1	Wood	2,817 00	Entered: 2 barks, 2 brigs, 2 schooners—6, and 1 in port.
	1	Norwich, Conn.	1	Norwich, Conn.	1	Provisions and coopers' stuff	9,610 00	1	Wood and fruits	1,143 00	Cleared: 2 barks, 2 brigs, 3 schooners—7.
	4	New York	4	Turk's Island	4	Provisions and machinery	39,900 00	4	Ballast		Agg'te tonnage entered: 1,360 and 68-95.
	1	Baltimore	1	....do	1	Provisions and lumber	10,110 00	1	....do		
	7		7		7		59,620 00	7		3,960 00	
Quarter ended March 31, 1861.	1	Machias	1	In port	1	Lumber	3,130 00	1	In port		Entered: 4 barks, 10 brigs, 17 schooners—31.
	2	Bangor	1	New York	1	Ballast		1	Sugar and molasses	15,533 00	Cleared: 1 bark, 7 brigs, 13 schooners—21, and 10 in port.
			1	In port	1	....do		1	In port		Agg'te tonnage entered: 6,067 and 68-95.
	1	Portland	1	New York	1	Lumber and shooks	4,960 00	1	Molasses	5,437 00	
	2	Boston	1	Norwich	1	Staves, shooks, and hoops	2,180 00	1	Sugar and molasses	9,483 00	
			1	In port	1	Ballast		1	In port		
	1	Norwich	1	Norwich	1	Lumber and coopers' stuff	9,100 00	1	Sugar and molasses	6,282 00	
	3	New Haven	1	New Haven	1	....do....do	5,830 00	1	Molasses	6,788 00	
				In port	1	Coopers' stuff	4,140 00	1	In port		
					1	Ballast		1	....do		

	8	New York	1	Boston	1	do		1	Molasses	5,729 00	
			6	New York	3	Lumber, coopers' stuff, &c	20,620 00	3	Sugar and molasses	38,884 00	
					3	Ballast		3	do do	32,323 00	
			1	In port	1	do		1	In port		
	2	Philadelphia	1	New York	1	do		1	Sugar	15,269 00	
			1	In port	1	do		1	In port		
	1	Baltimore	1	do	1	Provisions and coopers' stuff	9,830 00	1	do		
	5	Norfolk	1	Boston	1	Ballast		1	Molasses	4,949 00	
			1	New Haven	1	do		1	do	7,326 00	
			1	New York	1	do		1	Sugar	14,615 00	
			2	In port	2	do		2	Ballast		
	1	St. Mary's, Ga	1	New York	1	do		1	Sugar and molasses	12,868 00	
	1	Jacksonville, Fla.	1	Norwich	1	Lumber	2,630 00	1	Molasses	4,936 00	
	3	St. John's, Fla	3	New York	3	Ballast		3	Sugar and molasses	25,175 00	
	31		31		31		62,420 00	31		205,597 00	
Quarter ended June 30, 1861.	10	In port	2	New Haven	2	In former return		2	Molasses	14,671 00	Entered: 4 barks, 10 brigs, 13 schooners—27, and 10 in port. Cleared: 7 barks, 12 brigs, 15 schooners—34, and 3 in port. Agg'te tonnage entered: 5,405 and 13-95.
			6	New York	6	do		6	Sugar and molasses	64,954 00	
			1	Baltimore	1	do		1	do do	12,554 00	
			1	Aguadilla	1	do		1	Sugar, (part cargo)	15,990 00	
	2	Machias	2	New York	2	Ballast		2	Sugar and molasses	18,699 00	
	1	Bangor	1	do	1	Ballast and specie	5,000 00	1	do do	17,971 00	
	1	Portland	1	do	1	Lumber and coopers' stuff	2,640 00	1	Molasses	8,086 00	
	2	Norwich	2	Norwich	2	do do	8,180 00	2	do	8,654 00	
	1	New Haven	1	New Haven	1	Provisions and coopers' stuff	4,110 00	1	do	8,218 00	
	15	New York	1	Boston	1	Ballast		1	Ballast		
			9	New York	2	Lumber and coopers' stuff	11,970 00	2	Sugar and molasses	25,170 00	
					7	Ballast		7	do do	64,675 00	
			1	Ponce	1	Provisions and coopers' stuff	9,610 00	1	Inward cargo	9,610 00	
			1	Mayaquez	1	do do	11,800 00	1	do	11,800 00	
			3	In port	3	Provisions, lumber, and specie	16,930 00	3	In port		
	1	Baltimore	1	New York	1	Ballast		1	Molasses	5,825 00	
	1	Beaufort	1	New Haven	1	do		1	Sugar and molasses	10,216 00	
	1	Wilmington	1	New York	1	Lumber	2,030 00	1	do do	12,641 00	
	1	Jacksonville	1	do	1	Ballast		1	Molasses	6,252 00	
	1	New Orleans	1	Falmouth	1	do		1	Sugar	46,059 00	
	37		37		37		72,270 00	37		362,045 00	
Quarter ended September 30, 1861.	3	In port	1	Norwich	1	Previously reported		1	Molasses	6,500 00	Entered: 2 schooners, and 3 in port. Cleared: 1 brig, 4 schooners—5. Aggregate tonnage entered: 366 and 37-95.
			2	New York	2	do do		2	Sugar and molasses	17,982 00	
	1	Norwich	1	Norwich	1	Lumber and provisions	4,960 00	1	Molasses	5,125 00	
	1	New York	1	do	1	Ballast		1	do	5,557 00	
	5		5		5		4,960 00	5		35,164 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MAYAGUEZ.											
J. C. Coxe, Consular Agt.											
Quarter ended December 31, 1860.	1	Newburyport	1	New York.....	1	Provisions and coopers' ware.	$7,000 00	1	Oranges .....178,800....	$1,026 00	Entered: 10 brigs, 10 schooners, 1 ketch—21.
	1	Boston	1	Bonaire	1	Ice, provisions, and lumber...	3,000 00	1	Ballast	.....	Cleared: 9 brigs, 9 schooners, 1 ketch—19, and 2 in port.
	1	New York.....	1	In port	1	Not reported.....	10,000 00	1	In port	.....	Agg'te tonnage entered: 3,557 and 69-95.
	7	New Haven	5	New Haven	5	Provisions and cooperage.....	24,290 00	5	Oranges .....911,000....	3,944 00	
			1	Turk's Island....	1	.....do.....	7,112 00	1	Ballast	.....	
			1	In port	1	Not reported.....	8,413 00	1	In port	.....	
	2	Philadelphia	2	Aguadilla.....	2	Provisions and cooperage.....	16,097 00	2	Part of inward, in transit	.....	
	1	Baltimore	1	Baltimore	1	.....do.....	12,512 00	1	Oranges .....146,000....	565 00	
	1	Bucksville, S. C..	1	Wilmington, N. C.	1	Pitch pine lumber.....	5,540 00	1	Ballast	.....	
	2	St. John's, P. R..	2	New York.....	1	Provisions, &c.....	4,100 00	1	Oranges .....135,000....	512 00	
					1	Ballast	.....	1	Oranges ... .254,000....	1,228 00	
	1	Ponce	1	... do.	1	Provisions and cooperage.....	6,976 00	1	Sugar ..... 71,569 lbs. Oranges ..... 35,000 ...	3,510 00	
	1	Santa Cruz	1	New Haven	1	Ballast	.....	1	Oranges .....250,000....	1,155 00	
	1	Naguabo, P. R...	1	....do	1	Machinery and sundries	9,558 00	1	Oranges .....296,000....	1,400 00	
	1	Aguadilla, P. R..	1	New York.....	1	Provisions and coopers' ware.	950 00	1	Oranges .....128,400....	936 00	
	1	St. Thomas.....	1	....do.	1	Ballast	.....	1	Oranges .....300,000....	1,681 00	
	21	....	21	....	21	.....	115,548 00	21	.....	15,957 00	
Quarter ended March 31, 1861.	2	In port	1	New Haven	1	Given in last return	....	1	Sugar ..... 150 hhds Molasses ..... 119 hhds.	10,225 00	Entered: 1 bark, 16 brigs, 18 schooners, 2 ketches—37, and 2 in port.
			1	New York.....	1	.....do.....	.....	1	Oranges .....191,000.....	1,072 00	Cleared: 12 brigs, 14 schooners, 1 ketch—27, and 12 in port.
	1	Machias.....	1	Turk's Island....	1	White-pine lumber.....	3,400 00	1	Ballast	.....	Agg'te tonnage entered: 6,739 and 26-95.
	1	Portland	1	In port	1	Part cargo sugar from Ponce..	.....	1	In port	.....	
	3	Newburyport	2	Boston	2	Provisions and lumber..... ..	14,200 00	2	Sugar ..... 262 hhds. Molasses ..... 115 hhds. Coffee..... .. 92 bags.	16,471 00	
			1	New York.....	1	Provisions	3,000 00	1	Molasses ..... 252 hhds.	5,590 00	
	7	New Haven.....	3	New Haven	3	Provisions and coopers' stuff..	14,711 00	3	Sugar ..... 178 hhds. Molasses .. .. 532 hhds.	21,392 00	
			1	Ponce.....	1	.....do.....	6,887 00	1	Part cargo melado. 61 hhds.	1,417 00	

		1	Caborojo (?)	1	Coopers' stuffs, &c	1,956 00	1	Sugar 70 hhds. Molasses 95 hhds.	6,300 00		
		2	In port	2	Lumber, coopers' stuffs, &c	9,666 00	2	In port			
4	New York	2	New York	2	Provisions and coopers' stuffs	8,622 00	2	Sugar 458 hhds. Molasses 64 hhds.	23,507 00		
		2	In port	2	Lumber and coopers' stuffs	5,001 00	2	In port			
3	Philadelphia	2	Philadelphia	2	Provisions and coopers' stuffs	8,253 00	2	Sugar 414 hhds. Molasses 107 hhds.	22,783 00		
		1	In port	1	do	6,700 00	1	In port			
3	Baltimore	1	Baltimore	1	do	10,973 00	1	Sugar 335 hhds. Molasses 20 hhds.	19,593 00		
		2	In port	2	do	18,566 00	2	In port			
1	Norfolk, Va.	1	do	1	Pitch pine lumber	1,702 00	1	do			
3	Wilmington, N. C.	1	Wilmington	1	do	1,464 00	1	Ballast			
		1	Ponce	1	do	1,495 00	1	do			
		1	In port	1	do	2,095 00	1	In port			
1	Jacksonville	1	New York	1	do	860 00	1	Sugar 75 hhds. Molasses 25 hhds.	4,518 00		
4	St. John's, P. R.	1	do	1	Ballast		1	Sugar 256 hhds Molasses 50 hhds.	13,746 00		
		1	Ponce	1	Circus company		1	Circus company			
		1	Baltimore	1	Ballast		1	Sugar 177 hhds.	10,153 00		
		1	Baracoa	1	do		1	Ballast			
5	St. Thomas	2	New Haven	2	Provisions and ballast	1,100 00	2	Sugar 92 hhds. Molasses 487 hhds.	15,815 00		
		1	Philadelphia	1	11 boxes tobacco	150 00	1	Ballast			
		1	In port	1	Ballast		1	In port			
		1	Cardenas	1	do		1	Ballast			
1	Trinidad	1	In port	1	do		1	In port			
39		39		39		120,801 00	39		172,582 00		
Quarter ended June 30, 1861.											
12	In port	4	New Haven	4	Given last quarter		4	Sugar, 218 hhds.; molasses, 1,013 hhds.	34,562 00	Entered: 2 barks, 10 brigs, 15 schooners, 1 ketch—28, and 12 in port.	
		4	New York	4	do		4	Sugar, 943 hhds.; molasses, 205 hhds.	49,640 00	Cleared: 3 barks, 15 brigs, 17 schooners, 2 ketches—37, and 3 in port.	
		2	Philadelphia	2	do		2	Sugar, 310 hhds.; molasses, 108 hhds.	15,783 00		
		1	Baltimore	1	do		1	Sugar, 370 hhds.; molasses, 28 hhds.	18,759 00	Agg'te tonnage entered: 5,269 and 73-95.	
		1	Falmouth	1	do		1	Sugar, 548 hhds	32,200 00		
1	Newburyport	1	New York	1	Provisions and coopers' stuff	6,850 00	1	Molasses, 167 hhds	3,632 00		
1	Newburyport, *via* Aguadilla.	1	do	1	do do.	9,140 00	1	Molasses, 257 hhds	5,802 00		
5	New Haven	3	New Haven	3	do do.	15,096 00	1	Sugar, 108 hhds.; molasses, 738 hhds.	23,657 00		
		1	Turk's Island	1	Provisions	5,244 00	1	Ballast			
		1	Caborojo	1	do	2,850 00	1	Molasses, 20 hhds	450 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MAYAGUEZ.											
J. C. Coxe, (Consular Agent.)											
Quarter ended June 30, 1861—Continued.	4	New York, (direct.)	2	New York.....	2	Provisions and lumber.....	$17,892 00	2	Sugar, 399 hhds.; molasses, 46 hhds.; rum, 7 hhds.	$21,855 00	
			1	Aguadilla.....	1	....do.....do.....	5,593 00	1	Molasses, 10 hhds.....	225 00	
			1	In port	1	Provisions and sundries	6,532 00	1	In port	.....	
	1	New York, *via* Arroyo.	1	New York.....	1	Provisions and lumber.. ...	3,341 00	1	Sugar, 394 hhds.....	20,330 00	
	2	New York, *via* St. John's, P.R.	2	....do.....	2	Provisions and sundries	8,386 00	1	Sugar, 126 hhds.; molasses, 34 hhds.	7,041 00	
	3	New York, *via* Aguadilla.	1	....do.....	1	Provisions	5,900 00	1	Molasses, 147 hhds.....	3,263 00	
			2	In port	2	Provisions and sundries	16,839 00	2	In port	.....	
	1	Philadelphia.....	1	Philadelphia	1	....do..... ...do.....	7,300 00	1	Sugar, 210 hhds.; molasses, 18 hhds.	12,503 00	
	1	Wilmington, N. C.	1	New York.....	1	Pitch pine lumber.....	2,423 00	1	Sugar, 291 hhds.; molasses, 75 hhds.	16,025 00	
	1	Georgetown, S. C.	1	Ponce, P. R.	1	..do.....do....	4,130 00	1	Ballast	....	
	2	Jacksonville.....	2	Philadelphia	2	....do.....do.....	3,390 00	2	Sugar, 34 hhds.; molasses, 12 hhds.	1,867 00	
	4	St. Thomas.....	1	London	1	Ballast	.....	1	Sugar, 450 hhds.; rum, 4 hhds.	26,041 00	
			1	Boston	1	75 tons salt, and ballast	300 00	1	Molasses, 552 hhds...	12,524 00	
			1	New York.....	1	Ballast	.....	1	Sugar, 325 hhds.....	17,731 00	
			1	Falmouth	1	....do.....	.....	1	Sugar, 448 hhds	26,694 00	
	1	Barbadoes.....	1	New York.....	1	....do.....	.....	1	Molasses, 498 hhds.....	11,591 00	
	1	Santa Cruz.....	1	New Haven	1	...do.....	.....	1	Molasses, 187 hhds.....	4,356 00	
	40	.....	40	.....	40	....	121,206 00	40	.....	366,531 00	
Quarter ended September 30, 1861.	3	In port.....	2	New York.....	2	Reported last quarter.....	.....	2	Sugar and molasses	21,151 00	Entered: 3 brigs, 9 schooners, 1 ketch—13, and 3 in port.
			1	Ponce, P. R.	1	....do.....do....	.....	1	Ballast	.....	
	2	Newburyport, *via* Aguadilla.	1	Newburyport	1	Provisions and coopers' stuff..	6,011 00	1	Molasses, 65 puncheons.....	1,067 00	Cleared: 1 brig, 12 schooners, 1 ketch—14, and 2 in port.
			1	Baltimore	1	....do.....do.....	3,200 00	1	115 hhds sugar, and 22 puncheons molasses.	6,277 00	Agg'te tonnage entered: 2,221 and 74-95.

	3	New Haven	2	New Haven	2	do.	10,973 00	2	166 hhds. sugar, and 506 puncheons molasses.	19,224 00	
			1	In port	1	do.	4,802 00	1	In port		
	3	New York	1	New Haven	1	do.	8,181 00	1	202 hhds. sugar, and 135 puncheons molasses.	12,871 00	
			1	New York	1	do.	7,472 00	1	108 hhds. sugar	5,638 00	
			1	New York, *via* Baracoa.	1	Provisions and sundries on freight.	10,500 00	1	Ballast		
	2	Philadelphia	2	Philadelphia	2	Provisions and coopers' stuff	12,591 00	2	67 hhds. sugar, and 339 puncheons molasses.	9,173 00	
	1	Baltimore	1	Baltimore	1	do.	9,200 00	1	209 hhds. sugar, and 16 puncheons molasses.	10,734 00	
	1	St. Thomas	1	In port	1	Ballast		1	In port		
	1	Laguayra	1	Baltimore	1	do.		1	Ballast		
	16		16		16		72,930 00	16		86,135 00	
MANILLA, LUZON, PHILIPPINE ISLANDS. *C. Griswold.*											
Quarter ended December 31, 1860.	4	In port	2	Boston	2	Reported last quarter		2	Sugar and hemp	$124,820 00	Entered: 27 ships, 5 barks—32, and 4 in port.
			1	New York	1	do		1	do	136,790 00	
			1	San Francisco	1	do		1	do	73,000 00	Cleared: 23 ships, 5 barks—28, and 8 in port.
	1	Boston	1	Hong Kong	1	General cargo and transit	30,000 00	1	Transit cargo		
	3	San Francisco	2	Boston	2	Flour and potatoes	21,020 00	2	Sugar and hemp	175,150 00	Agg'te tonnage entered: 28,413.
			1	Hong Kong	1	Potatoes and onions		1	Cigars and coffee	6,000 00	
	18	Hong Kong	4	Boston	4	Ballast		4	Sugar and hemp	295,180 00	
			6	New York	1	General cargo	20,000 00	1	do	48,390 00	
					5	Ballast		5	do	486,550 00	
			1	Hong Kong	1	do		1	Ballast		
			1	Hampton Roads	1	do		1	Sugar and hemp	65,770 00	
			1	Siam	1	do		1	Ballast		
			1	Sydney	1	do		1	Sugar	48,500 00	
			4	In port	4	do		4	In port		
	2	Sydney	1	Sydney	1	do		1	Sugar	60,660 00	
			1	In port	1	Coals	2,000 00	1	In port		
	1	Foo-Choo	1	New York	1	Transit cargo		1	Transit cargo		
	1	Tahiti	1	do	1	General merchandise	111,000 00	1	Sugar and hemp	80,500 00	
	1	Shanghae	1	San Francisco	1	Ballast		1	do	99,300 00	
	4	Whampoa	1	Boston	1	do		1	do	93,860 00	
			1	New York	1	do		1	do	107,830 00	
			2	In port	2	do		2	In port		
	1	Swatow	1	do	1	do		1	do		
	36		36		36		184,000 00	36		1,902,300 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SPANISH DOMINIONS.											
MANILLA, LUZON, PHILIPPINE ISLANDS.											
C. Griswold.											
Quarter ended March 31, 1861.	8	In port	3	Boston	3	In former return		3	Sugar, hemp, hides, hide-cuttings, sugar, indigo, sapan wood, cigars, &c.	$323,155 00	Entered: 8 ships, 2 barks—10, and 8 in port.
			2	New York	2	do		2	do	279,797 00	Cleared: 12 ships, 3 barks—15, and 3 in port, 2 ships and 1 bark, and 1 United States ship entered and cleared.
			1	London	1	do		1	Coffee, sugar, hemp, cigars, indigo, &c.	131,729 00	
			1	Sydney	1	do		1	Sugar, coffee, cordage, and cigars.	61,274 00	Agg'te tonnage entered: 8,669.
			1	Melbourne	1	do		1	Sugar	55,420 00	
	1	Sydney	1	Sydney	1	Ballast		1	Sugar, coffee, and cigars	46,151 00	
	10	Hong Kong	1	New York	1	do		1	Sugar, hemp, cigars, &c	103,887 00	
			2	San Francisco	2	do		2	Sugar, hemp, coffee, cigars	248,765 00	
			2	Liverpool	2	do		2	Sugar, logwood, coffee, hemp, cigars, cowries, &c.	211,247 00	
			1	Melbourne, *via* Yloylo.	1	Transit cargo		1	Sugar	48,634 00	
			1	Bankok, (U.S.S)	1	Not stated, (U. S. ship)		1	Not stated, (U. S. ship)		
			3	In port	3	Specie and ballast	$69,000 00	3	In port		
	19		19		19		69,000 00	19		1,510,059 00	
Quarter ended June 30, 1861.	3	In port	1	Boston	1	In last return		1	Sugar, hemp, &c	66,266 00	Entered: 10 ships: 3 barks—13, and 3 in port.
			1	New York	1	do		1	Hemp, indigo, &c	63,307 00	
			1	Melbourne	1	do		1	Sugar and cigars	41,400 00	Cleared: 5 ships, 3 barks—8, and 8 in port.
	1	Melbourne	1	Sydney, *via* Yloylo	1	Ballast		1	Sugar, coffee, cigars, cordage	62,226 00	
	12	Hong Kong	1	Boston	1	do		1	Sugar, hemp, &c	117,555 00	Agg'te tonnage entered: 12,775.
			2	New York	2	do		2	Hemp, indigo, hides, &c	124,693 00	
			1	Sydney	1	do		1	Sugar, coffee, cigars, cordage	53,000 00	
			8	In port	8	do		8	In port		
	16		16		16			16		528,447 00	

Quarter ended September 30, 1861.	8	In port	1	Boston	1	In former return		1	Sugar and hemp	47,170 00	Entered: 1 ship, 1 schooner—2 and 8 in port.
			2	New York	2	do		2	do	131,300 00	Cleared: 8 ships, 1 bark—9, and 1 schooner in port.
			1	Melbourne	1	do		1	Sugar, coffee, cigars, &c	101,900 00	
			1	Sydney	1	do		1	Sugar and hemp	97,600 00	Agg'te tonnage entered: 563.
			2	Hong Kong	2	do		2	do	173,070 00	
			1	Singapore	1	do		1	Ballast		
	1	Sydney	1	Hong Kong	1	Ballast		1	Sugar, &c	54,600 00	
	1	Hong Kong	1	In port	1	do		1	In port		
	10		10		10			10		605,640 00	
PORTUGUESE DOMINIONS. LISBON. *John F. Porteous.*											
Quarter ended December 31, 1860.	4	In port	1	Boston	1	Already reported		1	Salt and general cargo	3,300 00	Entered: 1 brig and 2 schooners.
			1	New York	1	do		1	do do	8,300 00	Cleared: 2 barks, 3 brigs, and 2 schooners.
			1	Malaga	1	do		1	Ballast		
			1	Buenos Ayres	1	do		1	Salt	1,750 00	Agg'te tonnage entered: 771.
	3	New York	2	Rio de Janeiro	1	Staves and turpentine	3,950 00	1	Salt and general cargo	2,600 00	
					1	Staves	3,300 00	1	Salt	600 00	
			1	Messina	1	General cargo	20,000 00	1	Ballast		
	7		7		7		27,250 00	7		16,550 00	
Nine months ended September 30, 1861.	7	New York	5	Rio Grande do Sul.	5	Staves, 108,000; tobacco, 104 hhds.	25,320 00	5	Salt, 650 tons	1,800 00	Entered: 1 ship, 3 barks, 3 brigs, 8 schooners—15.
									Salt, 420 moys	600 00	
									General cargo, wine, and oil, 300 tons.	4,805 00	Cleared: 1 ship, 3 barks, 3 brigs, 7 schooners—14, and 1 in port.
			1	London	1	Wheat, 1,200 bushels	17,000 00	1	Inward cargo	17,000 00	Agg'te tonnage entered: 4,548.
			1	In port	1	Staves, 46,560	4,800 00	1	In port		
	3	New York, *via* Oporto.	3	Rio Grande do Sul.	1	General cargo, 85 tons	6,650 00	1	Salt, 375 moys	750 00	
					2	Staves, 13,400	1,300 00	2	Salt and general cargo, 381 moys and 230 tons.	2,220 00	
	1	New Orleans	1	Rio Janeiro	1	General cargo, 1,200 tons	32,000 00	1	Salt and general cargo, 1,600 tons.	4,020 00	
	1	Liverpool	1	Buenos Ayres	1	Coals, 349 tons	1,800 00	1	Inward cargo	1,800 00	
	1	Cardiff	1	Marseilles	1	Coals, 341 tons	1,364 00	1	Oil cake, 340 tons	1,700 00	
	1	Newport, Eng'ld.	1	Rio Janeiro	1	Coals, 411 tons	1,900 00	1	Salt, 333 tons	650 00	
									General cargo, 92 tons	550 00	
	1	Cadiz	1	Rio Grande do Sul.	1	Ballast		1	Salt, 350 moys	475 00	
	15		15		15		92,134 00	15	(A moy, or moyo, is equal to 22.39 imperial bushels.)	36,370 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
PORTUGUESE DOMINIONS.											
OPORTO.											
J. F. Porteous.											
Joseph A. da Silor, (Acting Consul.)											
Quarter ended December 31, 1860.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	3	New York.....	1	New York.....	1	Cotton, 78 bales.....	$2,100 00	1	Ballast	.....	Entered: 3 schooners.
						Rosin, 971 barrels	3,400 00				Cleared: 3 schooners.
						Tar, 70 barrels	210 00				Agg'te tonnage entered: 695 and 8-95.
						Turpentine, 30 barrels	300 00				
			2	Lisbon	2	Molasses, 492 barrels.....	10,400 00	2	Part inward cargo.....	Not given.	
						Whalebone, 390 bundles	13,850 00		Staves and tobacco.....	....do.....	
						Rosin, 280 barrels	1,020 00		Rice, &c.....	....do.....	
						Mahogany, 100 logs	1,100 00				
						Wood, 108 logs.....	540 00				
						Staves, 8,400.....	84 00				
	3	.....	3	.....	3	.....	33,004 00	3	.....	.....	
Quarter ended September 30, 1861.	2	New York.....	1	Lisbon	1	Whalebone, 31 bundles.....	1,789 70	1	Staves, 6,000.....	$450 00	Entered: 2 schooners.
						Molasses, 80 casks	1,802 15				Cleared: 1 schooner and 1 in port.
						Logwood, 199 logs.....	108 00				Agg'te tonnage entered: 396 and 15-95.
						Mahogany, 214 logs.....	829 96				
						Hoops, 1,980 bundles	362 50				
						Heading, 27,000	630 00				
			1	In port	1	Not ascertained; not disch'd..	.....	1	In port	.....	
	2	.....	2	.....	2	.....	5,522 31	2	.....	450 00	

FUNCHAL, MADEIRA.											
C. W. March.											
Six months ended December 31, 1860.	2	Bangor	1	New York	1	130,000 feet lumber	2,600 00	1	164 pipes wine	25,000 00	Entered and cleared: 4 brigs, 1 schooner—5.
			1	St. Thomas	1	230,000 feet lumber	4,600 00	1	Ballast		
	3	New York	1	Gibraltar	1	Flour, 1,000 bbls.; lumber, 30,000 feet.	6,600 00	1	do		Agg'te tonnage entered: 1,198
			1	Malaga	1	Flour, 1,000 bbls	6,000 00	1	do		
			1	Fayal	1	Flour, 1,300 bbls	7,800 00	1	do		
	5		5		5		27,600 00	5		25,000 00	
FAYAL.											
C. W. Dabney.											
Quarter ended December 31, 1860.	2	In port	1	Whaling	1	Before reported		1	Whaling implements		Entered: 1 bark, 2 brigs—3, and 2 in port.
			1	New Bedford	1	do		1	Sperm oil, landed from whaling ships.	43,600 00	Cleared: 1 bark, 4 brigs—5.
	2	Boston	1	Boston	1	Ballast		1	Ballast		Agg'te tonnage entered: 837.
			1	New Bedford	1	Codfish, cordage, flour, sugar, domestics, &c.	5,449 93	1	Sperm oil, (landed,) hats, baskets, and fruit.	77,241 23	
	1	New Bedford	1	St. Michael's	1	Lumber, domestics, flour, &c.	2,461 32	1	Ballast		
	5		5		5		7,911 25	5		120,841 23	
Quarter ended March 31, 1861.	1	Calais, Me	1	Bristol	1	Lumber	3,680 00	1	Inward cargo	3,680 00	Entered: 1 ship, 3 barks, 1 barkantine.
	1	New York	1	Cadiz	1	Staves	5,400 00	1	Staves	5,400 00	
	1	New Bedford	1	Liverpool	1	General merchandise	4,232 25	1	Cotton	24,800 00	Cleared: 1 ship, 2 barks, 1 barkantine, and 1 in port.
	1	Whaling	1	In port	1	Sperm oil, 24 bbls	960 00	1	In port		
	1	Liverpool	1	Liverpool	1	Coals	560 00	1	Cotton and wood	12,400 00	Agg'te tonnage entered: 1,589.
	5		5		5		14,832 25	5		46,280 00	
Quarter ended June 30, 1861.	1	In port	1	Bristol	1	Reported last quarter		1	Oil, 80 bbls	2,800 00	Entered: 8 barks, 3 brigantines, 1 schooner—12, and 1 in port.
	4	Boston	2	St. George	2	Rum, vinegar, and ballast	2,340 00	2	Inward cargo and ballast	2,340 00	
			1	In port	1	Timber, domestics, &c.	7,319 00	1	In port		Cleared: 7 barks and 2 brigantines—9, and 4 in port.
			1	Condemned	1	Ballast		1	Ballast		
	1	Bangor	1	In port	1	Lumber	1,460 00	1	In port		Agg'te tonnage entered: 3,089.
	2	Liverpool	1	Boston	1	Ballast		1	Oil, old copper, baskets, &c.	5,490 00	
			1	In port	1	Coal and sundries	1,008 00	1	In port		
	1	Bristol	1	do	1	do do	840 00	1	do		
	1	Barbadoes	1	Whaling	1	Sperm oil, 70 bbls	2,800 00	1	Whaling implements		
	1	Bermuda	1	Madeira	1	Lumber		1	Original cargo		
	1	Cuba	1	Falmouth	1	Sugar		1	do		
	1	Whaling	1	Whaling	1	Whale oil, 140 bbls	2,100 00	1	Whaling implements		
	13		13		13		17,867 00	13		10,630 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels	Where for.	CARGOES. INWARD. No of vessels	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
PORTUGUESE DOMINIONS.											
FAYAL. *C. W. Dabney.*											
Quarter ended September 30, 1861.	4	In port	1	Boston	1	Given last quarter.....	....	1	Coal and lumber	$517 98	Entered: 3 ships, 16 barks, 3 brigantines, 6 schooners—28, and 4 in port.
			1	Graciosa.....	1	....do.....do..... ..	.....	1	Ballast	.....	
			1	Whaling.....	1	....do .....do.....	.....	1	Whaling implements.....	.....	
			1	In port.....	1	... do.....do.....	.....	1	In port	.....	Cleared: 3 ships, 18 barks, 3 brigantines, 6 schooners—30, and 2 in port.
	1	Boston	1	New Bedford	1	Lumber and domestics	$4,361 20		Sperm oil, hats, and hose.....	53,173 12	
	27	Whaling	1	Cape de Verdes..	1	1,820 gallons sperm oil.....	1,820 00	1	Whaling implements	.....	Agg'te tonnage entered: 6,150.
			1	New Bedford	1	5,746 gallons sperm oil	5,746 00	1	...do.....do.....	.....	
			23	Whaling	18	66,247 gallons sperm oil	66,247 00	18	....do ..... do.....	.....	
					1	40 bbls. whale oil	600 00	1	120 bbls. sperm, not landed...	.....	
					2	Sperm and whale oil, not landed.	.....	2	Inward cargo	.....	
					2	Whaling implements.....	.....	2	Whaling implements	....	
			2	In port	1	3,022 gallons sperm oil	3,022 00	1	In port	.....	
					1	Whaling implements.....	.....	1	....do.....	....	
	32	.....	32	.....	32	....	81,796 20	32	....	53,691 10	
ST. PAUL DE LOANDO. *John G. Welles.*											
Quarter ended December 31, 1860.	2	In port	1	Salem.....	1	Before reported.....	.....	1	Gum copal, oil, ivory, and coffee.	30,000 00	Entered: 5 barks, and 2 in port.
			1	Boston	1	....do.....	.....	1	....do.....do.	7,000 00	Cleared: 6 barks and 1 sch'r—7
	1	Boston	1	Benguela	1	Rum, powder, dry goods, &c.	30,000 00	1	Part of inward.....	10,000 00	Agg'te tonnage entered: 945.
	1	St. Helena	1	Congo river.....	1	Assorted cargo.....	6,000 00	1	....do.....	5,000 00	
	1	Benguela.....	1	Kisembo	1	Fish oil and gum copal.....	5,000 00	1	Gum, oil, ivory, and coffee ...	18,000 00	
	1	Congo river	1	Boston	1	Assorted cargo.....	6,000 00	1	Gum copal, coffee, oil, ivory, and peanuts.	30,000 00	
	1	Kisembo	1	Salem	1	Oil, gum copal, and ivory	25,000 00	1	....do.....do	30,000 00	
	7	.....	7	.....	7	.....	72,000 00	7	....	130,000 00	

Quarter ended March 31, 1861.	2	Salem	1	Ambrizette	1	Dry goods, rum, powder, &c	30,000 00	1	Part of inward	12,000 00	Entered: 3 ships and 6 barks—9.
			1	St. Helena	1	do do	20,000 00	1	do	8,000 00	Cleared: 2 ships and 5 barks—7, and 2 in port.
	1	Boston	1	Congo river	1	do do	30,000 00	1	do	14,000 00	Agg'te tonnage entered: 4,047.
	2	Philadelphia	1	New Orleans	1	American coal	6,000 00	1	Ballast		
			1	In port	1	do	6,000 00	1	In port		
	1	Cardiff	1	Balize	1	English coal	3,000 00	1	Ballast		
	1	Benguela	1	Boston	1	Gum copal and fish oil	6,000 00	1	Gum copal, coffee, oil, ivory, and specie.	15,000 00	
	1	Ambrizette	1	Benguela	1	Not reported	6,000 00	1	Inward cargo	6,000 00	
	1	Congo river	1	In port	1	do	6,000 00	1	In port		
	9		9		9		113,000 00	9		55,000 00	
Quarter ended June 30, 1861.	2	In port	1	Congo river	1	Reported last quarter		1	Copal, ivory, and oil	10,000 00	Entered: 1 steamer, 4 barks, and 1 schooner—6, and 2 in port.
			1	Callao	1	do		1	Sand ballast		Cleared: 1 ship, 4 barks, and 1 schooner—6, and 2 in port.
	1	Salem	1	Benguela	1	Rum, provisions, and dry goods	30,000 00	1	Rum, dry goods, &c	12,000 00	
	2	New York	1	Ambrizette	1	do	5,000 00	1	Ballast		Agg'te tonnage entered: 2,208.
			1	In port	1	Not reported		1	In port		
	1	Benguela	1	Salem	1	Oil, copal, and ivory	20,000 00	1	Palm oil, ivory, copal, and specie.	45,000 00	
	1	St. Helena	1	In port	1	Rum, provisions, and dry goods	10,000 00	1	In port		
	1	Congo river	1	St. Helena	1	Oil and copal	10,000 00	1	Oil and copal	20,000 00	
	8		8		8		75,000 00	8		87,000 00	
Quarter ended September 30, 1861.	2	In port	1	Gaboon river	1	In last quarter		1	Palm oil, gum copal, &c	10,000 00	Entered: 1 steamer, 2 ships, and 6 barks—9, and 2 in port.
			1	China	1	do		1	Supplied with coals	1,600 00	
	1	Boston	1	Ambrizette	1	General cargo	30,000 00	1	General cargo	10,000 00	Cleared: 2 stea'rs and 5 barks—7, and 4 in port.
	1	New York	1	China	1	Put in for coals		1	Supplied with coals	600 00	
	1	Philadelphia	1	In port	1	Coals	27,000 00	1	In port		Agg'te tonnage entered: 4,377.
	2	Cardiff	2	do	2	Coals	20,450 00	2	do		
	1	St. Helena	1	Ambrizette	1	General cargo	10,000 00	1	Palm oil, ivory, gum copal, &c	10,000 00	
	1	Benguela	1	Salem	1	Palm oil, ivory, &c	5,000 00	1	Palm oil, gum copal, specie, &c.	35,000 00	
	1	River Congo	1	Ambrizette	1	Palm oil, &c	5,000 00	1	Palm oil, &c	8,000 00	
	1	Kisembo	1	In port	1	Unknown		1	In port		
	11		11		11		97,450 00	11		75,200 00	
MACAO.											
Gideon Nye, jr.											
Quarter ended December 31, 1860.	3	Hong Kong	1	New York	1	Ballast		1	General		Entered and cleared: 3 ships and 1 brig.
			2	Havana	2	do		2	310 coolies		
	1	Whampoa	1	New York	1	Sundries		1	Tea, oil, &c		Agg'te tonnage entered: 2,857 and 85-95.
	4		4		4			4			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
PORTUGUESE DOMINIONS.											
MACAO.											
Gideon Nye, jr.											
Quarter ended March 31, 1861.	1	Amoy	1	Havana	1	Ballast		1	589 coolies		Entered and cleared: 4 ships.
	2	Hong Kong	2	do	2	do		2	1,055 coolies		Agg'te tonnage entered: 5,831 and 46-95.
	1	Whampoa	1	Kingston, Ja.	1	Tea and general cargo		1	Tea and cassia		
	4		4		4			4			
Quarter ended June 30, 1861.	3	Saigon	1	Hong Kong	1	Rice	Unknown.	1	Ballast		Entered: 2 ships and 1 brig.
			1	Bangkok	1	Rice		1	do		Cleared: 1 ship, 1 brig—2, and 1 in port.
			1	In port	1	Rice		1	In port		Agg'te tonnage entered; 1,904 and 89-95.
	3		3		3			3			
Quarter ended September 30, 1861.	1	In port	1	Not reported	1	In last quarter		1	Not reported		Entered: 4 barks, and 1 (ship) in port.
	3	Hong Kong	1	New York	1	Rice and tea		1	Rice and tea		Cleared: 1 ship and 4 barks.
			1	Shanghai	1	Ballast		1	Sugar		Agg'te tonnage entered: 2,165 and 60-95.
			1	Bangkok	1	Not reported		1	Not reported		
	1	Singapore	1	Hong Kong	1	General cargo		1	Ballast		
	5		5		5			5			
BELGIUM.											
ANTWERP.											
J. W. Quiggle.											
Quarter ended December 31, 1860.	11	In port	3	New York	3	Before reported		3	General cargo		Entered: 12 ships, 3 barks, 1 brig—16, and 11 in port.
			1	Savannah	1	do		1	do		Cleared: 12 ships, 4 barks, 2 brigs, 2 schooners—20, and 7 in port.
			1	Mobile	1	do		1	Ballast		Agg'te tonnage entered: 13,578 and 73-95.
			1	New Orleans	1	do		1	General cargo		
			2	Havana	2	do		2	Hay and tiles		
			1	Bremen	1	do		1	Ballast		
			1	Alicante	1	do		1	Iron and machinery		

			1	Baltic	1	do		1	Ballast		
	5	New York	2	New York	2	General cargo		2	General cargo		
			1	Havana	1	do		1	Hay and tiles		
			2	In port	2	do		2	In port		
	1	New Orleans	1	New York	1	Cotton, tobacco, and staves		1	General cargo		
	7	Callao	2	Mobile	2	Guano, 4,130 tons	$247,800 00	2	Ballast		
			5	In port	4	Guano, 6,400 tons	384,000 00	5	In port		
					1	Guano	Not given.				
	1	Matanzas	1	Havana	1	Sugar		1	Hay and tiles		
	2	Buenos Ayres	1	do	1	Hides, &c		1	Tiles and hay		
			1	Rio de Janeiro	1	do		1	General cargo		
	27		27		27		631,800 00	27			
Quarter ended March 31, 1861.	7	In port	1	New York	1	Before reported		1	General cargo		Entered: 15 ships and 2 barks and 7 in port. Cleared: 15 ships and 2 barks, and 7 in port. Agg'te tonnage entered: 13,342 and 77-95.
			4	New Orleans	4	do		4	Glass and ballast		
			1	Havana	1	do		1	Hay and tiles		
			1	Sunderland	1	do		1	Ballast		
	11	New York	1	New York	1	General cargo		1	General cargo		
			1	Galveston	1	do		1	Ballast		
			1	Sunderland	1	do		1	Ballast		
			1	Shields	1	do		1	Ballast		
			1	Havana	1	do		1	Hay and tiles		
			6	In port	6	do		6	In port		
	4	New Orleans	1	New Orleans	1	Cotton, tobacco, &c	Not given.	1	Ballast		
			1	Sweden	1	do		1	do		
			1	Havana	1	General cargo		1	Hay		
			1	Sunderland	1	do		1	Ballast		
	2	Callao	1	Savannah	1	Guano		1	do		
			1	In port	1	Guano		1	In port		
	24		24		24			24			
Quarter ended June 30, 1861.	7	In port	4	New York	4	In last quarter's return		4	General cargo		Entered: 13 ships, 8 barks, 1 brig, 1 schooner—23, and 7 in port. Cleared: 12 ships, 8 barks, 1 brig, 1 schooner—22, and 8 in port. Agg'te tonnage entered: 14,036 and 5-95.
			2	Havana	2			2	Bricks and hay		
			1	Sunderland	1			1	Ballast		
	1	Boston	1	In port	1	Sugar		1	In port		
	9	New York	5	Sweden	5	General cargo and tobacco, values and quantities not ascertained.		5	Ballast		
			2	Sunderland	2	do		2	do		
			2	In port	2	do		2	In port		
	1	Baltimore	1	do	1	Tobacco, 1,133 hhds		1	do		
	3	New Orleans	1	Boston	1	General cargo		1	Ballast		
			1	Genoa	1	Cotton		1	General cargo		
			1	Sweden	1	do		1	Ballast		
	3	Galveston	1	New York	1	do		1	114 passengers		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BELGIUM.											
ANTWERP.											
J. W. Quiggle.											
Quarter ended September 30, 1861—Cont'd.	2	Havana	2	Sweden	2	Sugar		2	Ballast		
	1	Matanzas	1	In port	1	Sugar		1	In port		
	1	Port au Prince	1	New York	1	Sugar		1	Ballast		
	1	Rio de Janeiro	1	Rio de Janeiro	1	Coffee		1	do		
	3	Callao	3	In port	3	Guano		3	In port		
	30		30		30			30			
Quarter ended September 30, 1861.	8	In port	2	New York	2	Reported before		2	Ballast and passengers		Entered; 23 ships, 17 barks, 1 brig, 3 schooners—44, and 8 in port. Cleared: 28 ships, 7 barks, 2 schooners—37, and 25 in port. Agg'te tonnage entered: 28,420 and 36-95.
			1	Baltimore	1	do		1	Ballast		
			2	Sweden	2	do		1	do		
			1	Sunderland	1	do		1	do		
			1	Gottenburg	1	do		1	do		
			1	Not stated	1	do		1	Not stated		
	1	Boston	1	Sunderland	1	Sugar, 540 hhds		1	Ballast		
	16	New York	1	Genoa	1	Tobacco, 1,133 hhds		1	do		
			2	Sunderland	2	General cargo, wheat and flour		2	do		
			1	Sweden	1	General cargo		1	do		
			1	Havana	1	Sugar and asphaltum		1	Tiles and hay		
			1	Naples	1	General cargo		1	Tobacco, 594 hhds		
			5	New York	5	Ditto, and grain and hops		5	General cargo, passengers, and ballast.		
			5	In port	5	Ditto, and 1,872 boxes sugar		5	In port		
	2	Havana	1	Shields	1	Sugar		1	Ballast		
			1	Cadiz	1	Sugar		1	do		
	1	Akyab	1	In port	1	Rice		1	In port		
	2	Buenos Ayres	1	Cadiz	1	General cargo		1	Iron		
			1	In port	1	Hides		1	In port		
	6	Callao	2	New York	2	Guano, 3,300 tons	Not given	2	Ballast		
			1	Akyab	1	Ditto, 1,525 tons	do	1	do		
			1	Portland	1	Ditto, 1,250 tons	do	1	do		
			2	In port	2	Ditto, (1) 1,600 tons		2	In port		

	2	Sweden	2	do	2	Lumber		2	do		
	2	Rangoon	2	do	2	Rice, 19,268 bags		2	do		
	1	Genoa	1	do	1	Oil and grain		1	do		
	1	Sunderland	1	do	1	Lumber		1	do		
	1	Montevideo	1	do	1	Hides and horns		1	do		
	2	Lulea	2	do	2	Lumber		2	do		
	1	Numea	1	do	1	do		1	do		
	1	Ranea	1	do	1	do		1	do		
	1	Hendersine	1	do	1	do		1	do		
	1	Combosa	1	do	1	do		1	do		
	2	Northmasting	2	do	2	do		2	do		
	1	Petea	1	do	1	do		1	do		
	52		52		52			52			
DOMINIONS OF THE NETHERLANDS. ROTTERDAM. *Lewis G. Vroomans, Vice-Consul.* Quarter ended December 31, 1860.	5	In port	2	New York	2	Before reported		2	General cargo		Entered: 12 ships, 1 bark—13, and 5 in port. Cleared: 11 ships, 3 barks—14, and 4 in port. Agg'te tonnage entered: 10,213 and 34-95.
			1	New Orleans	1	do		1	do		
			1	Baltimore	1	do		1	do		
			1	Boston	1	do		1	do		
	3	New York	1	New York	1	2,029 barrels rosin, 1,228 barrels turpentine, 78 barrels honey, 100 boxes paint, 38 barrels ashes, 15 cases merchandise, &c.	Not given	1	do		
			2	England	2	3,066 barrels rosin, 11 barrels wax, 66 barrels honey, 33 barrels copper, 518 barrels turpentine, 26,400 staves, 76 hhds. and 87 cases tobacco, 109 cases merchandise, &c.		2	General cargo and ballast		
	6	Baltimore	2	New York	2	2,787 hhds. tobacco, 50 barrels beef, 63 bags bark, and 52,536 staves.		2	General cargo		
			1	Baltimore	1	748 hhds. and 40 cases tobacco, 95 barrels beef, 237 barrels flour, 15,681 staves.		1	do		
			3	In port	3	3,140 hhds. tobacco, 58 barrels flour, 200 barrels apples, 437 bags bark, 41,805 staves.		3	In port		
	1	New Orleans	1	New Orleans	1	560 hhds. and 9 cases tobacco, 80 barrels rosin, 103 bales cotton, 1,100 buffalo horns, 4,320 staves.		1	General cargo		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DOMINIONS OF THE NETHERLANDS. ROTTERDAM. *Lewis G. Vroomans, Vice-Consul.*											
Quarter ended December 31, 1860—Cont'd.	2	Akyab	1	New Orleans	1	16,033 bags rice		1	Ballast		
			1	In port	1	22,000 bags rice		1	In port		
	1	Callao	1	New Orleans	1	1,557 tons guano		1	Ballast		
	18		18		18			18			
Quarter ended March 31, 1861.	4	In port	1	New York	1	Before reported		1	General cargo		Entered: 5 ships, 7 barks, 1 brig—13, and 4 in port: Cleared: 6 ship, 4 barks—10, and 7 in port. Agg'te tonnage entered: 6,518 and 42-95.
			1	Baltimore	1	do		1	Ballast		
			1	England	1	do		1	do		
			1	In port	1	do		1	In port		
	1	Boston	1	do	1	297 casks palm oil, 75 bales cotton, 9 casks merchandise, 3,000 staves.		1	do		
	6	New York	1	Philadelphia	1	1,262 barrels turpentine, 177 barrels rosin, 10 barrels tar, and 7,200 staves.		1	General cargo		
			1	New York	1	800 bales cotton, 185 barrels ashes, 116 bales hops, 855 barrels rosin, 174 barrels flour, 533 tierces rice, 332 cases tobacco, 595 barrels merchandise, copper, honey, staves, &c.		1	do		
			2	England	2	150 barrels ashes, 376 barrels rosin, 177 tierces rice, 445 baskets sugar, 44 barrels tallow, 332 bags pimento, arrow root, clover seed, molasses; 13,070 staves, 100 barrels and 14 cases merchandise.		2	Ballast		

		2	In port	2	1,225 barrels rosin, 264 barrels ashes, 403 bales cotton, 50 barrels flour, 648 tierces rice, 195 barrels turpentine, 129 barrels and 69 cases sugar, 711 casks molasses, 40 casks and 104 cases tobacco, &c., and 26,400 staves.		2	In port		
3	Baltimore	1	Baltimore	1	794 hhds. and 60 cases tobacco; flour, lard, beef, copper, staves.		1	General cargo		
		1	England	1	843 hhds. and 10 cases tobacco; flour, beef, bark, and staves.		1	Ballast		
		1	In port	1	132 casks and 90 pieces copper, 625 hhds. tobacco, 378 bags bark, 8,000 staves.		1			
1	Charleston	1	New York	1	1,365 bales cotton and 200 barrels rosin.		1	General cargo		
1	Savannah	1	In port	1	1,494 bales cotton		1	In port		
1	Mobile	1	....do	1	1,490 bales cotton		1	....do		
17		17		17			17			
Quarter ended June 30, 1861.	7	In port	1	Boston	1	Reported last quarter		1	General cargo	Entered: 13 ships, 3 barks—16, and 7 in port.
			3	New York	2		No report	3	....do	
			2	England	3		....do	2	Ballast	Cleared: 8 ships, 5 barks—13, and 10 in port.
			1	In port	1		....do	1	In port	
	3	New York	1	New York	1	332 bales cotton, 1,562 barrels rosin, 39 casks molasses, 71 cases tobacco, 35 barrels potash, 100 bbls. grease, 30 bbls. honey, 500 hides, 6,000 staves, 19 pkgs. staves, 25 casks merchandise.		1	General cargo	Agg'te tonnage entered: 11,369 and 14-95.
		2	Cardiff	2	977 bales cotton, 1,195 bbls. rosin, 290 bbls. flour, 80 bbls. grease, 73 bbls. honey, 116 bbls. ashes, 596 cases sugar, 615 bags pimento, 1,419 bags wheat, 385 casks molasses, 113 hhds. and 116 cases tobacco, 13 casks copper, 200 boxes dyewood extract, 50 hides, 19,200 staves, and 200 pkgs. merchandise.		1	....do		
							1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.	
DOMINIONS OF THE NETHERLANDS.											
ROTTERDAM. *Lewis G. Vroomans, (Vice-Consul.)* Quarter ended June 30, 1861—Continued.	4	New York.....	4	In port	4	63 bales cotton, 4,215 bbls. rosin, 349 bbls. ashes, 10 casks and 100 cases bark, 100 bbls and 350 boxes dye-wood extract, 188 bbls. rice, 484 bags quercitron, 170 bbls. grease, 60 casks apples, 27 cases clocks, 300 bags pimento, 14 hhds. and 21 cases tobacco, 12 bbls. and 73 cases wax, 1,348 hides, 122 baskets sugar, 47 bbls. honey, 1,195 bags wheat, 300 bbls. flour, 4,498 bags rye, 902 bbls. turpentine, 36 bbls. tallow, 2,588 logs cedar, 200 logs mahogany, 18,180 staves, and 1,084 pkgs. merchandise.	.....	4	In port	.....	
	7	Baltimore.	1	Baltimore.....	1	1,184 hhds. tobacco, 60 cases copper, 100 bbls. flour, 500 bbls. rosin, 30 bbls. grease, 54 pkgs. merchandise, and 20,214 staves.	.....	1	General cargo.....	.....	
			1	New York..	1	775 hhds. tobacco, 500 bbls. rosin, 400 bags bark, and 14,715 staves.	.....	1	Ballast	.....	
			1	England	1	898 hhds. and 10 cases tobacco, 500 bbls. rosin, 300 bbls. flour, 160 casks copper, 50 bbls. dried apples, and 218 bags merchandise.	.....	1	....do.....	.....	

			4	In port	4	4,600 hhds. and 5 cases tobacco, 1,190 bbls. rosin, 535 bbls. copper, 200 bbls. flour, 200 bbls. beef, 113 bags bark, and 85,249 staves.		4	In port		
	1	New Orleans	1	Russia	1	1,700 bales cotton, 1,450 bbls. rosin, 406 hhds. tobacco, and 14,000 staves.		1	Ballast		
	1	Callao	1	In port	1	1,200 tons guano		1	In port		
	23		23		23			23			
Quarter ended September, 30, 1861.	10	In port	1	Philadelphia	1	Reported before		1	General cargo		Entered: 10 ships, 2 barks, 1 schooner—13, and 10 in port.
			1	Baltimore	1	....do		1	Ballast		Cleared: 16 ships, 3 barks, 1 brig, 1 schooner—21, and 2 in port.
			5	England	5	....do		5	....do		Agg'te tonnage entered: 9,685 and 46-95.
			2	Sweden	2	....do		2	....do		
			1	In port	1	....do		1	In port		
	7	New York	3	New York	3	1,123 bbls. wine, 500 bbls. rosin, 400 bags pimento, 500 boxes dyewood extract, 90 hhds. and 25 cases tobacco, 37,203 staves, 886 bbls. flour, 200 bbls. turpentine, 118 bbls. ashes, 1,369 pieces wood, 261 logs mahogany, 1,300 bags and 14,326 bushs. rye, 70 plates and 69 casks copper, 686 casks melado, 50 casks and 14 bales merchandise.		3	Ballast		
			3	England	3	560 bags and 148 baskets sugar, 36 bbls. ashes, 98 casks and 67 cases tobacco, 113 tons fustic, 4,330 logs cedar, 215 logs mahogany, 1,575 bags rye, 61 bbls. lard, 50 bbls. potash, and 204,640 staves.		3	Ballast		
			1	In port	1	566 cases tobacco, 298 casks melado, 275 cases dyewood extract, 41 bbls. ashes, 18 bbls. honey, 56 casks bark, 250 logs cedar, 14,640 staves, and a quantity of dyewood.		1	In port		
	4	Baltimore	4	Baltimore	4	4,565 hhds. tobacco, 722 bbls. rosin, 75 bbls. beef, 800 bags wheat, 138 boxes copper ware, 1,343 bags bark, 56,455 staves, and 20 cases mdse.		4	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DOMINIONS OF THE NETHERLANDS.											
ROTTERDAM.											
Lewis G. Vroomans, (Vice-Consul.)											
Quarter ended September 30, 1861—Cont'd.	2	Callao.....	2	England.....	2	2,200 tons guano.....	.....	2	Ballast	.....	
	23	.....	23	.....	23	.....	.....	23	.....	.....	
AMSTERDAM.											
R. G. Barnwell.											
Quarter ended December 31, 1860.	1	Baltimore	1	United States....	1	991 hhds. tobacco; 15,000 staves.	Not given.	1	Ballast	.....	Entered and cleared: 1 ship. Agg'te tonnage entered: 686.
Quarter ended March 31, 1861.	2	New Orleans	1	Genoa.....	1	1,007 bales cotton	.....	1	476 tons sugar	.....	Entered and cleared: 1 ship and 1 bark. Agg'te tonnage entered: 1,432.
			1	New York.....	1	2,404 bales cotton	.....	1	Ballast	.....	
	2	.....	2	.....	2	.....	.....	2	.....	.....	
Quarter ended June 30, 1861.	1	Boston	1	In port	1	Sugar, 15,000 bags.....	Unknown.	1	In port	.....	Entered: 4 ships, 5 barks, and 1 brig—10. Cleared: 1 ship, 3 barks—4, and 6 in port. Agg'te tonnage entered: 4,407.
	2	Baltimore	1	Sunderland	1	Tobacco, 714 hhds.; grain, 9,074½ bush; staves, 22,965.	.....do.....	1	Ballast	.....	
			1	In port	1	Tobacco, 889 hhds.; staves, 15,418.	.....do.....	1	In port	.....	
	1	Apalachicola	1	Newcastle.....	1	Cotton, 933 bales.....	.....do.....	1	Ballast	.....	
	3	Havana	1	Newport.....	1	Sugar, 2,002 boxes	.....do.....	1	....do.....	.....	
			2	In port	2	Sugar, 5,127 boxes	.....do.....	2	In port	.....	
	2	Cardenas	1	Cardiff	1	Molasses, 509 casks	.....do.....	1	Ballast	.....	
			1	In port	1	Molasses, 374 casks	.....do.....	1	In port	.....	
	1	Nuevitas	1	....do.	1	Honey, 629 casks; sugar, 80 casks; molasses, 72 casks.	.....do.....	1	....do.....	.....	
	10	.....	10	.....	10	.....	.....	10	.....	.....	

Quarter ended September 30, 1861.	6	In port	6	Not stated	6	Before reported		6	Not stated		Entered: 4 ships, 1 bark, 1 brig, 1 schooner—7, and 6 in port.
	1	New York	1	In port	1	General cargo	Unknown.	1	In port		Cleared: 5 ships, 3 barks, 1 brig—9, and 4 in port, (2 ships, 1 brig, and 1 schooner.)
	3	Baltimore	1	Baltimore	1	925 hhds. tobacco, 200 bags bark, and 9,419 staves.	do	1	Ballast		
			2	In port	2	1,810 hhds. tobacco	do	2	In port		Agg'te tonnage entered: 3,778.
	2	Cardenas	1	England	1	766 casks molasses	do	1	Ballast		
			1	In port	1	415 casks molasses	do	1	In port		
	1	Batavia	1	Sunderland	1	3,308 baskets sugar, 2,482 bundles ratans, 250 leaguers arrack.	do	1	Ballast		
	13		13		13			13			
CURACOA. *Moses Jesurun.*											
Quarter ended December 31, 1860.	6	New York	4	New York	4	Provisions, &c	$54,307 55	4	Salt, skins, &c	$55,764 89	Entered: 6 barks, 5 brigs, and 2 schooners—13.
			1	Bonaire	1	Ice, &c	3,874 70	1	Ballast		Cleared: 5 barks, 4 brigs, and 1 schooner—10, and 3 in port.
			1	(Cuba,) in port	1	Provisions, &c	3,491 36	1	In port		Agg'te tonnage entered: 3,208 and 25-95.
	1	Wilmington, N. C.	1	Cuba	1	Lumber	1,956 00	1	Ballast		
	5	St. Thomas	3	New York	1	Provisions	2,742 94	3	Salt	1,982 82	
					2	Ballast					
			2	In port	2	do		2	In port		
	1	Demerara	1	New York	1	Provisions	2,665 39	1	Salt	1,250 00	
	13		13		13		69,037 94	13		58,997 71	
Quarter ended March 31, 1861.	3	In port	2	New York	2	In last return		2	Salt, 4,420 bushels	1,360 00	Entered: 2 barks, 5 brigs, and 4 schooners—11, and 3 in port.
			1	Cuba	1	do		1	Salt, 2,500 bushels	1,000 00	Cleared: 3 barks, 6 brigs, and 5 schooners—14.
	1	Machias	1	do	1	White pine lumber	1,898 00	1	Salt, 2,800 bushels	1,120 00	Agg'te tonnage entered: 2,055 and 48-95.
	6	New York	3	New York	3	General cargoes and provisions	50,068 62	3	Salt, skins, wood, &c	53,949 86	
			1	Maracaibo	1	Provisions, &c	1,937 60	1	Ballast		
			1	Cuba	1	Ice and provisions	13,321 59	1	Salt, 3,000 bushels	1,200 00	
			1	Porto Rico	1	Provisions, &c	5,185 78	1	Ballast		
	2	Wilmington, N. C.	1	Cuba	1	Pitch pine lumber	6,691 60	2	do		
			1	Porto Rico	1	do					
	1	Jacksonville	1	Cuba	1	do	2,400 00	1	do		
	1	Whaling	1	Whaling	1	No cargo landed		1	Inward cargo		
	14		14		14		81,503 19	14		58,629 86	
Quarter ended June 30, 1861.	6	New York	2	New York	2	Provisions	34,249 07	2	Salt, skins, hats, &c	11,064 38	Entered: 4 barks, 1 brig, and 1 schooner—6.
			1	Cienfuegos	1	do	12,795 47	1	Ballast		Cleared: 2 barks, 1 brig, and 1 schooner—4, and 2 barks in port.
			1	St. Domingo	1	do	2,950 62	1	do		
			2	In port	2	do	36,335 45	2	In port		Agg'te tonnage entered: 1,137 and 78-95.
	6		6		6		86,330 61	6		11,064 38	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DOMINIONS OF THE NETHERLANDS.											
CURACOA.											
Moses Jesurun.											
Quarter ended September 30, 1861.	2	In port	2	New York	2	In last quarter		2	Salt, hides, skins, &c.	$9,949 07	Entered: 2 barks, 3 brigs, and 3 schooners—8, and 2 in port.
	1	Bangor	1	Philadelphia	1	White pine lumber	$2,455 23	1	Salt, 2,000 barrels	560 00	Cleared: 4 barks, 3 brigs, and 3 schooners—10.
	5	New York	4	New York	4	Provisions, &c.	43,820 02	4	Salt, hides, skins, &c.	4,907 25	Agg'te tonnage entered: 1,981 and 67-95.
			1	St. Domingo	1	Ice and provisions	4,703 02	1	Part of inward	2,560 00	
	1	Baltimore	1	Baltimore	1	Provisions	3,360 00	1	Salt, 300 barrels	120 00	
	1	Porto Cabello	1	Santa Martha	1	Ballast		1	Salt, 150 barrels	60 00	
	10		10		10		54,338 27	10		18,156 32	
ST. MARTIN.											
Charles Key.											
Quarter ended December 31, 1860.	2	Newbern, N. C.	1	Newbern	1	Pitch pine lumber		1	Salt		Entered and cleared: 2 barks, 4 brigs, 11 schooners—17.
			1	St. Kitt's	1	....do....		1	Salt		Agg'te tonnage entered: 2,938 and 42-95.
	1	Somburo	1	St. Barbadoes	1	Not reported		1	Salt		
	5	Martinique	3	New York	3	....do		3	Salt		
			1	New London	1	....do		1	Salt		
			1	Washington, N. C.	1	....do		1	Salt		
	3	Barbadoes	1	Elizabeth City	1	....do		1	Salt		
			2	New York	2	....do		2	Salt		
	1	Guadaloupe	1	Bangor, Me	1	....do		1	Salt		
	1	Grenada	1	Newbern, N. C.	1	...do		1	Salt		
	1	Demerara	1	New York	1	....do		1	Salt		
	2	Trinidad	2	....do	2	....do		2	Salt		
	1	Antigua	1	....do	1	...do		1	Salt		
	17		17		17			17			
Quarter ended March 31, 1861.	2	New York	1	Honduras	1	Assorted cargo		1	Salt		Entered and cleared: 1 ship, barks, 12 schooners—15.
			1	Not stated	1	....do		1	Not stated		
	1	Elizabeth City	1	Elizabeth City	1	Not reported		1	Salt		

	1	Newbern	1	Newbern	1	do		1	Salt		Agg'te tonnage entered: 2,434 and 44-95.
	3	Gaudaloupe	1	Bangor	1	do		1	Salt		
			1	Newbern	1	do		1	Salt		
			1	St. Thomas	1	do		1	Ballast		
	2	Martinique	1	Grenada	1	do		1	Salt		
			1	Not stated	1	do		1	Salt		
	2	Antigua	1	Newbern	1	do		1	Salt		
			1	Not stated	1	do		1	Salt		
	1	St. Vincent	1	Elizabeth City	1	do		1	Salt		
	1	St. Kitt's	1	Newbern	1	Pitch pine lumber and shingles		1	Salt		
	1	Chincha Islands	1	Hampton Roads	1	Guano		1	Inward cargo		
	1	Not stated	1	Not stated	1	Not reported		1	Salt		
	15		15		15			15			
Quarter ended June 30, 1861.	1	New York	1	Baracoa, Cuba	1	Flour and provisions	$3,500 00	1	Salt		Entered and cleared: 3 sch'rs.
	1	Gaudaloupe	1	Bahamas	1	Not reported		1	Not reported		Agg'te tonnage entered: 353 and 42-95.
	1	Trinidad	1	New London	1	do		1	Salt		
	3		3		3		3,500 00	3			
Quarter ended September 30, 1861.	1	New York	1	Turk's Island	1	General cargo		1	Ballast		Entered and cleared: 1 bark, 3 schooners—4.
	1	Barbadoes	1	New York	1	Not reported		1	Salt		
	1	Antigua	1	do	1	do		1	Salt		Agg'te tonnage entered: 580 and 15-95.
	1	St. Kitt's	1	Baltimore	1	do		1	Salt		
	4		4		4			4			
PARAMARIBO.											
H. Sawyer.											
Quarter ended December 31, 1860.	3	In port	3	Not stated	3	Before reported		3	Sugar and molasses	$37,395 04	Entered: 3 barks, 4 brigs, and 3 in port.
	5	Boston	4	Boston	4	Provisions	56,681 16	4	do	60,002 28	
			1	In port	1	do	15,000 00	1	In port		Cleared: 5 barks, 3 brigs, and 2 in port.
	1	Jacksonville	1	Wilmington	1	Lumber	1,500 00	1	Sugar and molasses	2,000 00	
	1	Cayenne	1	Boston (in port)	1	Provisions	12,000 00	1	In port		Agg'te tonnage entered: 1,742 and 56-95.
	10		10		10		85,181 16	10		99,397 32	
Quarter ended March 31, 1861.	2	In port	2	Not reported	2	Before reported		2	Sugar and molasses	15,469 51	Entered: 4 barks, 2 brigs, and 2 in port.
	1	Gloucester	1	Gloucester	1	Provisions	12,000 00	1	do	16,064 00	
	4	Boston	4	Boston	4	do	55,500 00	4	do	34,855 69	Cleared: 5 barks and 3 brigs.
	1	Jacksonville	1	St. Thomas	1	Lumber	2,000 00	1	Ballast		Agg'te tonnage entered: 1,047 and 82-95.
	8		8		8		69,500 00	8		66,389 20	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DOMINIONS OF THE NETHERLANDS.											
PARAMARIBO. *H. Sawyer.*											
Quarter ended June 30, 1861.	2	In port	2	Boston	1	Lumber and provisions	$19,700 00	2	Sugar, molasses, and specie	$20,800 00	Entered: 4 barks, 7 brigs, and 2 in port.
	8	Boston	4	do	4	Flour, tobacco, beef, pork, mackerel, hake, herring, salt, soap, candles, &c.	42,700 00	4	do	18,800 00	Cleared: 4 barks, 6 brigs, and 3 in port.
			1	Gloucester	1	do	10,000 00	1	do	4,500 00	Agg'te tonnage entered: 2,392 and 67-95.
			1	London	1	do	11,500 00	1	do	22,400 00	
			2	In port	2	do	10,900 00	2	In port		NOTE.—The two vessels *in port* arrived within the last quarter, but were not included in the consul's return, probably because they came into port after the return had been despatched.
	1	Gloucester	1	do	1	do	12,000 00	1	do		
	1	Wilmington	1	St. Thomas	1	Lumber	2,000 00	1	Ballast		
	1	St. John's	1	do	1	do	2,300 00	1	do		
	13		13		13		111,100 00	13		66,500 00	
Quarter ended September 30, 1861.	3	In port	3	Boston	3	Already reported		3	Sugar and molasses	16,360 00	Entered: 5 barks, 5 brigs, and 3 in port.
	10	Boston	3	do	3	Provisions	21,900 00	2	do	26,700 00	Cleared: 5 barks, 5 ——, and 3 in port.
								1	Took no cargo		
			3	Demarara	3	Lumber	6,500 00	3	do		Agg'te tonnage entered: 2,395 and 57-95.
			1		1	Provisions	7,300 00	1	Ballast		
			3	In port	3	do	36,600 00	3	In port		Two United States ships entered and cleared.
	13		13		13		72,300 00	13		43,060 00	
BATAVIA. *H. Anthon, jr.*											
Quarter ended December 31, 1860.	1	Boston	1	Padang	1	Ice, flour, rosin, provisions, &c.	46,665 00	1	Sugar and ratans	24,330 00	Entered: 4 ships, 1 bark, 1 sch'r.
	1	New York	1	Japan	1	Tobacco, spirits, &c	8,000 00	1	Inward cargo	8,600 00	Cleared: 3 ships, 1 bark, 1 sch'r—1 in port.
	1	Hong Kong	1	Hong Kong	1	Ballast		1	Rice, ratans, and beer	29,000 00	Agg'te tonnage entered: 3,715 and 78-95.
	1	Mauritius	1	Singapore	1	4,800 sovereigns, 93 bbls. pork, 210 tins crackers.	24,500 00	1	200 piculs ratans, 180 piculs India rubber, 200 piculs gum, and 25 piculs cubebs.	9,800 00	

	1	Manilla	1	New York	1	Hemp, sugar, cheroots	53,000 00	1	Inward cargo	53,000 00	(A picul or pecul = 135 pounds 10 ounces avoirdupois.)
	1	Australia	1	In port	1	Coal, for Dutch government	7,860 00	1	In port		
	6		6		6		140,025 00	6		124,130 00	
Quarter ended March 31, 1861.	1	In port	1	Holland	1	Before reported		1	250 leggers arrack	6,210 00	Entered: 3 ships and 1 bark, and 1 in port.
									13,125 piculs sugar	82,800 00	
	2	Boston	1	Calcutta	1	655 tons ice	1,965 00	1	Ballast		Cleared: 4 ships; 1 in port.
						1,020 bbls. flour	7,140 00				Agg'te tonnage entered: 2,398 and 23-95.
						500 packages sundries	3,000 00				
			1	In port	1	350 barrels flour	2,450 00	1	In port		
						1,000 packages sundries	6,550 00				
	1	Australia	1	Melbourne	1	512 tons coal	7,866 00	1	7,521 piculs sugar	44,241 00	
									175 piculs ratans	2,027 10	
	1	Newcastle, Engl'd	1	Shanghae	1	1,000 tons coal	7,000 00	1	Inward cargo	7,000 00	
	5		5		5		40,971 00	5		142,278 10	
Quarter ended June 30, 1861.	1	In port	1	Singapore	1	In former return		1	Original cargo	9,000 00	Entered: 1 ship and 1 bark, and 1 in port.
	1	New York	1	do	1	300 tons ice	1,350 00	1	In port		
						Carriages, 38 tons	9,470 00				Cleared: 1 bark, and 2 in port.
						Sundries, 2,608 feet	26,376 00				Aggregate tonnage entered: 1,682 and 4-95.
	1	Melbourne	1	In port	1	Ballast		1	In port		
	3		3		3		37,196 00	3		9,000 00	
Quarter ended September 30, 1861.	2	In port	2	Singapore	2	Previously reported		1	Coffee, 60 piculs	980 00	Entered 5 ships, 1 bark—6, and 2 in port.
								1	Ballast		
	2	Boston	1	Calcutta	1	Ice, 800 tons	3,200 00	1	do		Cleared 4 ships, 1 bark—5, and 3 in port.
						Sundries, 2,500 packages	25,000 00				
			1	Indramayo, (Java)	1	Ice, 500 tons	2,000 00	1	do		Agg'te tonnage entered: 4,824 and 2-95.
						Sundries, 2,393 packages	22,000 00				
	2	Melbourne	1	Amsterdam, (yet in port.)	1	Ballast		1	Sugar, 8,000 piculs	32,000 00	
									Rice, 1,706 piculs	3,600 00	
									Arrack, 155 leggers	5,000 00	
									Lumber	10,000 00	
			1	Indramayo, Java, (yet in port.)	1	do		1	Sugar, 2,000 piculs	12,000 00	
	1	Sydney	1	Singapore	1	Coals, 800 tons	6,400 00	1	Ballast		
	1	Manilla	1	Sydney	1	Sugar, coffee, and rope, (put into port in distress.)	Unknown	1	Yet in port		
	8		8		8		58,600 00	8		63,580 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DOMINIONS OF THE NETHERLANDS. PADANG, (SUMATRA.) *S. Higgenson, jr.*											
Quarter ended December 31, 1860.	1	Penang	1	New York	1	Not stated		1	Coffee, cassia, ratans.	$16,964 00	Entered and cleared: 1 ship and 1 bark.
	1	Singapore	1	do	1	do		1	do do	41,362 00	Agg'te tonnage entered: 1,062 and 21-95.
	2		2		2			2		58,326 00	
Quarter ended March 31, 1861.	1	Batavia	1	New York	1	Not reported		1	Coffee 7,240 piculs.	108,600 00	Entered: 4 ships.
									Pepper 260 piculs.	1,857 00	Cleared: 4 ships.
									India-rubber 17 piculs.	70 00	Agg'te tonnage entered: 3,946.
									Ratans 438 piculs.	850 00	
	1	Penang	1	Boston	1	do		1	Coffee 4,200 piculs.	67,200 00	
									Ratans 240 piculs.	450 00	
									Rice 202 piculs.	400 00	
									India-rubber 117½ piculs.	2,900 00	
									Pearl sago 100 piculs.	300 00	
									Mace 4 piculs.	100 00	
	2	Singapore	1	do	1	do		1	Coffee 1,995 piculs.	29,925 00	
									Cassia 400 piculs.	3,400 00	
			1	New York	1	do		1	Coffee 2,000 piculs.	32,000 00	
									India-rubber 100 piculs.	2,000 00	
									Pepper 1,099 piculs.	12,000 00	
									Ratans 851 piculs.	1,700 00	
									Cassia 423 piculs.	3,400 00	
									Hides, mace, nutmegs, &c., (value not reported.)		
	4		4		4			4		267,152 00	
Quarter ended June 30, 1861.		No return.									No return.
Quarter ended September 30, 1861.		No return									No return.

HANSE TOWNS.

BREMEN.

Isaac R. Diller.

Quarter ended December 31, 1860.	1	In port	1	United States	1	Before reported	Not given	1	Ballast			Entered: 8 ships, and 1 in port.
	1	New York	1	England	1	897 boxes tobacco, 200 boxes indigo, 1,247 bbls. rosin, &c.	do	1	do			Cleared: 4 ships; transferred to Bremen flag 2 ships, and 3 in port.
	1	Baltimore	1	In port	1	880 hhds. tobacco, 432 sacks quercitron.	do	1	In port			Agg'te tonnage entered: 4,828.
	3	New Orleans	2	New York	2	1,916 hhds. tobacco, 10,000 staves, 104 bales cotton.	do	2	Ballast			
			1	In port	1	3,394 bales cotton, 1,200 staves	do	1	In port			
	1	Honolulu	1	In port	1	32 bales wool, 25 bbls. tallow, 710 bbls. oil, 4,711 hides.	do	1	do			
	2	Bombay	2	Re-transferred to Bremen flag.	2	3,481 bales and 225 half bales cotton.	do	2	Re-transferred to Bremen flag.			
	9		9		9			9				
Quarter ended March 31, 1861.	3	In port	1	Sold	1	Before reported		1	Sold			Entered: 6 ships, 1 bark—7, and 3 in port.
			2	United States	2	do		2	Ballast			Cleared: 4 ships, 3 sold—7, and 3 in port.
	2	New York	2	Sold	2	Assorted cargo		2	Sold			Agg'te tonnage entered: 4,634.
	1	Baltimore	1	In port	1	934 hhds. tobacco		1	In port, repairing			
	1	Mobile	1	Shields	1	1,468 bales cotton		1	Ballast			
	3	New Orleans	1	Canada	1	2,431 bales of cotton		1	do			
			2	In port	2	2,558 bales cotton, 1,200 hhds. tobacco, 5,000 staves.		2	In port			
	10		10		10			10				
Quarter ended June 30, 1861.	3	In port	2	England	2	Reported before		2	Ballast			Entered: 14 ships, 7 barks, 4 brigs—25, and 3 in port.
			1	Quebec	1	do		1	do			Cleared: 8 ships, 3 barks, 3 brigs—14, and 14 in port.
	4	New York	1	New York	1	Assorted cargo		1	Passengers, and assorted cargo.			Agg'te tonnage entered: 16,716.
			1	England	1	964 bales cotton, and assorted cargo.		1	Ballast			
			2	In port	1	1,500 bbls. rosin, and 600 casks tobacco.		2	In port			
					1	Assorted cargo						
	4	Baltimore	1	Baltimore	1	1,154 hhds. tobacco		1	Ballast			
			3	In port	3	2,632 hhds. tobacco, and 507 bbls. rosin.		3	In port			
	1	Richmond	1	do	1	94 hhds. tobacco, and 414 casks stems.		1	do			
	1	Charleston	1	Not stated	1	1,159 bales cotton, and 348 tierces rice.		1	Not stated			
	2	New Orleans	1	Sunderland	1	Cotton, quantity not given		1	Ballast			
			1	England	1	do do		1	do			

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
HANSE TOWNS.											
BREMEN. *Isaac R. Diller.* Quarter ended June 30, 1861—Continued.	5	New Orleans	2	England.....	2	3,444 bales cotton, and 50 hhds. tobacco.	.....	2	Ballast	.....	
			3	In port	3	6,797 bales cotton, 816 casks tobacco, and 150 bbls. rosin.	.....	3	In port	.....	
	2	Galveston.	2	....do	2	2,097 bales cotton, 250 casks tallow, and 400 hides, &c.	.....	2	....do.....	.....	
	2	Minatitlan.	1	Liverpool	1	Mahogany wood	.....	1	Ballast	.....	
			1	In port.....	1	312 blocks mahogany, and 468 blocks yellow wood.	.....	1	In port	.....	
	1	Mexico.....	1	England.....	1	301 blocks mahogany.....	.....	1	Ballast	.....	
	1	Matanzas	1	In port	1	1,664 boxes sugar, and 580 casks molasses.	.....	1	In port	.....	
	1	Rio de Janeiro...	1	Shields	1	4,602 bags coffee.	.....	1	Ballast	.....	
	1	Bassein.	1	In port	1	23,500 bags rice.....	.....	1	In port	.....	
	28	.....	28	.....	28	.....	.....	28	.....	.....	
Quarter ended September 30, 1861.	14	In port	6	Sweden.	6	Reported before...	.....	6	Ballast	.....	Entered: 3 barks, and 14 in port.
			3	Archangel	3	....do.....	.....	3	....do.....	.....	Cleared: 8 ships, 6 barks, 1 brig—15, and 1 sold, and 1 in port.
			1	England	1	....do.....	.....	1	....do.....	.....	
			1	Quebec	1	....do.....	.....	1	...do.....	.....	
			1	Cadiz.	1	....do.....	.....	1	....do.....	.....	Agg'te tonnage entered: 2,279.
			1	White Sea	1	....do.....	.....	1	....do.....	.....	
			1	Sold	1	....do.....	.....	1	Sold	.....	
	1	New York.....	1	In port	1	Tobacco	.....	1	In port	.....	
	1	Trinidad	1	United States....	1	Sugar	.....	1	Ballast	.....	
	1	Akyab.....	1	England.....	1	Not reported.....	.....	1	....do.....	.....	
	17	.....	17	.....	17	.....	.....	17	.....	.....	
HAMBURG. *J. R. McDonald, (Vice-Consul.)* Quarter ended December 31, 1860.	2	In port	1	New York.....	1	Before reported	.....	1	General cargo, and passengers.	.....	Entered: 1 ship.
			1	New Orleans	1	....do.....	.....	1	Ballast	.....	Cleared: 2 ships and 1 bark.

	1	Havana.	1	River Tyne, Eng.	1	683,070 cigars, 4 cases conserves, 570 bales tobacco, and 2,631 cases sugar.	Not given.	1	....do.....	.....	Agg'te tonnage entered: 593 and 59-95.
	3	.....	3	.....	3	.....	.....	3	.....	.....	
Quarter ended March 31, 1861.	1	Boston	1	England.	1	687 hhds. sugar	Not given.	1	Ballast	.....	Entered: 5 ships and 4 barks.
	1	Baker's Island, *via* Norfolk.	1	In port	1	1,085 tons guano.	$33,450 00	1	In port	.....	Cleared: 4 barks, and 5 in port.
	1	Mobile	1	....do.	1	1,942 bales cotton	81,572 59	1	....do.....	.....	Agg'te tonnage entered: 5,688 and 10-95.
	3	New Orleans	2	England.	2	3,675 bales cotton	198,600 00	2	Ballast	.....	
			1	Mexico.....	1	1,354 bales cotton	Not given.	1	....do.....	.....	
	1	Mazatlan.....	1	In port	1	Hides, copper ore, dyewood, and muscles.	Not given.	1	In port	.....	
	1	Cuba.....	1	....do	1	Mahogany and cedar.....	22,600 00	1	....do.....	.....	
	1	Akyab	1	....do.	1	11,300 bags rice.....	36,320 00	1	....do.....	.....	
	9	.....	9	.....	9	.....	372,542 59	9	.....	.....	
Quarter ended June 30, 1861.	5	In port	1	New York.....	1	In former quarterly return....	.....	1	General cargo and passengers.	.....	Entered: 2 ships, 8 barks, and 2 brigs—12, and 5 in port.
			1	Montevideo.....	1	....do.....	.....	1	General cargo.....	.....	
			1	River Tyne.....	1	....do	.....	1	Ballast	.....	Cleared: 6 ships, 6 barks, and 2 brigs—14, and 1 sold and 2 in port.
			1	Shields	1	....do.....	.....	1	....do.....	.....	
			1	Not reported.....	1	....do.....	.....	1	....do.....	.....	
	2	New York.....	1	New York.....	1	General merchandise.....	Not given....	1	Passengers and ballast.....	.....	Aggregate tonnage entered: 6,009 and 56-95.
			1	Sweden, &c... ..	1	Cotton, 1,403 bales.....	84,180 00	1	Ballast	.....	
	2	New Orleans	1	Sold to foreign flag	1	Cotton, 1,645 bales.....	98,700 00	1	Sold to foreign flag	.....	
			1	New York.....	1	Cotton, 1,637 bales; staves, 1,200; tobacco, 20 bbls.; wine, 4 cases.	101,230 00	1	Passengers and goods	.....	
	1	Mobile	1	Newcastle.....	1	Cotton, 1,122 bales.....	67,320 00	1	Ballast	.....	
	1	Havana	1	In port	1	Sugar, 3,379 boxes; cigars, 38 cases; honey, 86 tierces.	Not given....	1	In port	.....	
	1	Trinidad de Cuba.	1	Sweden, &c....	1	Sugar, molasses, and honey, 261 tons.	37,288 00	1	Ballast	.....	
	1	Cuba.....	1	Newcastle.....	1	Sugar, 496 hhds., and 34 tierces	43,500 00	1	....do.....	.....	
	1	Matanzas.....	1	Cardiff.....	1	Sugar, 1,850 boxes.....	51,571 00	1	....do.....	....	
	1	Black River, Jamaica.	1	Archangel	1	Dyewood, 532½ tons.....	16,235 00	1	....do.....	.....	
	1	Rio de Janeiro...	1	Shields	1	Coffee, 4,500 bags.....	90,000 00	1	....do.....	.....	
	1	Callao.....	1	In port	1	Guano, 1,033 tons	57,924 00	1	In port	.....	
	17	.....	17	....	17	.....	647,948 00	17	.....	.....	
Quarter ended September 30, 1861.	2	In port	1	River Tyne.....	1	In last return	.....	1	Ballast	.....	Entered: 5 ships, 7 barks, 2 brigs, and 1 schooner—15, an 2 in port.
			1	Dantzic	1	....do.....	....	1	....do.....	.....	
	1	Boston	1	Mediterranean...	1	322 casks sugar, 82 pcs. cedar, and 10 tons logwood.	.....	1	....do.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
HANSE TOWNS.											
HAMBURG.											
J. R. McDonald, (Vice Consul.)											
Quarter ended September 30, 1861—Cont'd.	1	Boston	1	Dantzic	1	706 bales cotton		1	Ballast		Cleared: 4 ships, 6 barks, 2 brigs, and 1 schooner—13, and 4 in port.
	1	New York	1	Uncertain	1	General merchandise		1	do		
	2	Havana	1	Memel, Prus.	1	4,400 boxes sugar, and 2 cases cigars.		1	300 tons coals		Aggregate tonnage entered: 7,806 and 17-95.
			1	Uncertain	1	750 tons sugar		1	Ballast		
	1	Matanzas	1	Dantzic	1	650 tons sugar and melado		1	do		
	1	Trinidad de Cuba	1	Memel	1	450 tons sugar		1	do		
	1	Miragone, Hayti	1	In port	1	205 tons logwood		1	In port		
	1	Minatitlan, Mex.	1	Newfoundland	1	250 loads mahogany		1	Ballast		
	1	Bahia	1	Baltic	1	2,048 bags coffee; 215 pieces wood; 1,350 packages tobacco; 123 boxes and 102 bags sugar.		1	do		
	2	Rio de Janeiro	1	do	1	4,998 bags coffee		1	do		
			1	In port	1	4,527 bags coffee		1	In port		
	2	Callao	1	Memel	1	896 tons guano		1	300 tons coals		
			1	In port	1	1,300 tons guano		1	In port		
	1	Calcutta	1	do	1	General merchandise		1	do		
	17		17		17			17			
DANISH DOMINIONS.											
ELSINORE.											
J. P. M. Epping.											
Quarter ended December 31, 1860.	1	Boston	1	Cronstadt	1	Merchandise		1	Inward cargo		Entered and cleared: 6 barks.
	1	Havana	1	do	1	do		1	do		Agg'te tonnage entered: 4,491.
	4	Cronstadt	1	London	1	Deals		1	do		
			3	Boston	3	Hempseed, &c.		3	do		
	6		6		6			6			

Quarter ended March 31, 1861.		No arrivals									No arrivals.
Quarter ended June 30, 1861.	5	Boston	4	Cronstadt	4	Cotton and gen'l merchandise.		4	Inward cargo		Entered and cleared: 16 ships, 17 barks, 3 brigs—36. Agg'te tonnage entered: 14,632. NOTE.—None of the above vessels entered or cleared at custom-house, but merely stopped to take pilots or procure provisions.
			1	Stettin	1	Cotton, rice, &c		1	do		
	2	New York	2	Cronstadt	2	General merchandise		2	do		
	2	Charlestown	1	do	1	Cotton		1	do		
			1	Christianstadt	1	do		1	do		
	1	Savannah	1	Narva	1	do		1	do		
	8	New Orleans	7	Cronstadt	7	do		7	do		
			1	Christianstadt	1	do		1	do		
	5	Havana	2	Cronstadt	2	Sugar		2	do		
			1	St. Petersburg	1	Sugar		1	do		
			1	Helsingfors	1	Sugar		1	do		
			1	Copenhagen	1	Sugar		1	do		
	6	Havre	1	Cronstadt	1	Ballast		1	do		
			1	Gifle	1	do		1	do		
			2	Skelleftea	2	do		2	do		
			1	Hemosand	1	do		1	do		
			1	Swartwick	1	do		1	do		
	1	Cardiff	1	Cronstadt	1	Unknown		1	do		
	3	Antwerp	1	Soderhamn	1	Ballast		1	do		
			2	Gardwick	2	do		2	do		
	1	Narva	1	London	1	Deals		1	do		
	1	Cronstadt	1	Boston	1	Deals		1	do		
	1	Hamburg	1	Skelleftea	1	Ballast		1	do		
	36		36		36			36			
Quarter ended September 30, 1861.	1	Boston	1	Cronstadt	1	Merchandise					Entered and cleared: 35 ships, 33 barks, 10 brigs—78. Agg'te tonnage entered: 41,353. (Tonnage of ten vessels not ascertained.)
	1	New York	1	Bjorneborg	1	Ballast					
	16	Cronstadt	11	Bristol	11	Deals					
			1	London	1	Deals					
			1	New Orleans	1	Deals					
			1	Liverpool	1	Deals					
			1	Gloucester	1	Deals					
			1	Newport	1	Deals					
	6	Skelleftea	2	Bordeaux	2	Deals		33	Touched for pilots or provisions, and proceeded on with original cargoes.		
			1	Malaga	1	Deals					
			1	Barcelona	1	Deals					
			1	Gibraltar	1	Deals					
			1	Alicante	1	Deals					
	4	Hudiksvall	1	Australia	1	Deals					
			1	Antwerp	1	Deals					
			2	Bordeaux	2	Deals					
	4	Sonderham	3	London	3	Deals					
			1	Barcelona	1	Deals					
	1	Wyborg	1	Bordeaux	1	Deals					

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DANISH DOMINIONS.											
ELSINORE.											
J. P. M. Epping.											
Quarter ended September 30, 1861—Cont'd.	3	Wyborg	1	Cadiz	1	Deals					
			1	Gloucester	1	Deals					
			1	Malaga	1	Deals					
	3	London	3	Hudiksvall	3	Ballast					
	3	Rotterdam	1	...do	1	....do					
			1	Uleaborg	1	....do					
			1	Petea	1	... do					
	2	Havana	1	Cronstadt	1	Sugar					
			1	Petersburg	1	Sugar					
	2	Newport	2	Cronstadt	2	Iron					
	2	Liverpool	2	....do	2	Cotton, coal, and salt					
	2	Bremen	2	Umea	2	Ballast					
	2	Uleaborg	1	Liverpool	1	Deals					
			1	London	1	Deals					
	2	Hamburg	1	Skelleftea	1	Ballast					
			1	Dantzic	1	....do					
	2	Umea	1	Antwerp	1	Deals					
			1	Malaga	1	Deals					
	2	Hemosand	1	Antwerp	1	Deals		45	Touched for pilots or provisions, and proceeded on with original cargoes.		
			1	Havre	1	Deals					
	2	Gadvik	2	Antwerp	1	Deals					
	2	Gefle	2	Bristol	2	Deals					
	2	Bordeaux	1	Skelleftea	1	Deals					
			1	Hemosand	1	Ballast					
	2	Dantzic	1	Malaga	1	Sleepers					
			1	Newport	1	Timber					
	1	Cardiff	1	Sonderham	1	Railroad iron					
	1	Christianstadt	1	London	1	Deals					
	1	Swartwik	1	Bristol	1	Deals					
	1	Antwerp	1	Gadvik	1	Ballast					
	1	Sundsvall	1	Antwerp	1	Deals					
	1	Frederickshaon	1	Bordeaux	1	Deals					
	1	Bjorneborg	1	Tarragona	1	Deals					
	1	Petea	1	Antwerp	1	Deals					

	1	Bremerhaven....	1	Nedercallea	1	Ballast	.....					
	1	Petersburg.....	1	Gloucester	1	Deals.....	.....					
	1	Lulea	1	Antwerp	1	Deals..	.....					
	1	Romen	1	....do	1	Deals.....	.....					
	78	.....	78	.. ..	78	.....	.....	78	.....	.....		
ST. THOMAS.												
R. P. Waring.												
Quarter ended December 31, 1860.	3	In port	1	Pernambuco.....	1	Before reported.....	.....	1	Inward cargo	$10,000 00	Entered: 3 steamers; 6 ships, 11 barks, 13 brigs, 12 schooners—45, and 3 in port.	
			1	Turk's Island....	1	....do.....	.....	1	Ballast	.....		
			1	Charleston.....	1	....do.....	.....	1	....do.....	.....		
	3	Machias.....	1	Jacksonville.....	1	Lumber	$3,000 00	1	....do.....	.....		
			1	Turk's Island....	1	....do.....	1,500 00	1	....do.....	.....		
			1	In distress.....	1	....do.....	2,500 00	1	Inward cargo	2,500 00		
	3	Boston	2	Turk's Island....	2	Ice and provisions	10,000 00	2	Ballast	.....	Cleared: 2 steamers, 4 ships, 12 barks, 12 brigs, 9 schooners—39, and 9 in port.	
			1	In port	1	Assorted cargo.....	3,000 00	1	In port	.....		
	1	New Bedford....	1	Aves Island.....	1	Provisions	500 00	1	Ballast	.....		
	1	Stonington, Conn.	1	In port	1	Ballast	.....	1	In port	.....		
	12	New York.....	1	Savanilla.....	1	Provisions	15,000 00	1	Part of inward.....	8,000 00		
			1	Turk's Island....	1	....do.....	15,000 00	1	Ballast	.....		
			5	Maracaibo.....	5	Assorted cargo.....	250,000 00	5	Part of inward.....	141,000 00		
			2	In distress.....	2	Flour and wheat	110,000 00	2	In port, in distress.....	.....		
			1	Rio de Janeiro...	1	Ballast	.....	1	Ballast	.....		
			2	In port	2	Assorted cargo.....	16,000 00	2	In port	.....		
	1	Jacksonville, Fla.	1	Turk's Island....	1	Lumber	2,000 00	1	Ballast	.....		
	1	Barbadoes.....	1	Baltimore	1	Flour	3,000 00	1	....do.....	.....		
	1	Trinidad, P.S....	1	Condemned and sold.	1	Asphaltum....	2,000 00	1	Condemned and sold.....	.....		
	1	St. Lucia.....	1	Baltimore.....	1	Sugar	8,000 00	1	Inward cargo	8,000 00		
	1	St. Catharine's...	1	Charleston.	1	Ballast	.....	1	Ballast	.....		
	1	Porto Rico.....	1	Baltimore.....	1	....do.....	.....	1	....do.....	.....		
	1	Testigos	1	Philadelphia.....	1	Guano.....	30,000 00	1	Guano.....	30,000 00		
	1	Buenos Ayres....	1	Curaçoa	1	Ballast	.....	1	Ballast	.....		
	1	St. Bartholomew's	1	Aspinwall	1	Provisions.....	2,000 00	1	Inward cargo.....	2,000 00		
	1	Surinam	1	Wilmington.. ...	1	Molasses	1,500 00	1	....do.....	1,500 00		
	1	South Africa....	1	Boston	1	Palm oil.	50,000 00	1	....do.....	50,000 00		
	1	St. Vincent.....	1	Plymouth	1	Ballast.....	.....	1	Ballast	.....		
	2	Guadaloupe.....	2	Turk's Island, and in port.	2	....do.....	.....	1	....do.....	.....		
								1	In port	.....		
	2	Cardiff.....	1	New Orleans.....	1	Coal.....	4,000 00	1	Ballast.....	.....		
			1	Turk's Island....	1	Coal.....	2,000 00	1	....do.....	.....		
	7	Newport, Eng....	4	New Orleans.....	4	Coal.....	18,000 00	4	....do.....	.....		
			1	Mobile.....	1	Coal.....	10,000 00	1	....do.....	.....		
			1	Turk's Island.....	1	Coal.....	1,500 00	1	....do.....	.....		
			1	In port	1	Coal.....	2,500 00	1	In port	.....		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DANISH DOMINIONS.											
ST. THOMAS.											
R. P. Waring.											
Quarter ended December 31, 1861—Continued.	1	Coasting	1	Porto Rico	1	Ballast		1	Ballast		
	1	In distress	1	In port in distress.	1	do		1	In port		
	48		48		48		$563,000 00	48		$253,000 00	
Quarter ended March 31, 1861.	9	In port	1	Liverpool	1	Before reported		1	Inward cargo	40,000 00	Entered: 1 steamer, 7 ships, 9 barks, 16 brigs, 25 schooners—58, and 9 in port. Cleared: 1 steamer, 5 ships, 9 barks, 16 brigs, 25 schooners—56, and 11 in port. Agg'te tonnage entered: 15,503.
			1	London	1	do		1	Condemned and sold		
			1	Rio de Janeiro	1	do		1	Ballast		
			1	Aspinwall	1	do		1	do		
			2	Turk's Island	2	do		2	do		
			1	Stonington	1	do		1	do		
			1	Guano Islands	1	do		1	do		
			1	Jacksonville, Fla.	1	do		1	do		
	2	Boston	1	Cuba	1	Ice and provisions	3,000 00	1	do		
			1	Aves Island	1	Provisions	2,000 00	1	do		
	16	New York	1	London, in port	1	Sugar and melado	50,000 00	1	Inward cargo	50,000 00	
			2	Cuba	2	Coals, assorted	11,000 00	2	Ballast		
			3	Maracaibo	3	Assorted cargoes	150,000 00	3	Part of inward	75,000 00	
			1	Jamaica	1	Provisions and ballast	500 00	1	Ballast		
			1	Curaçoa	1	Assorted cargo	25,000 00	1	Part of inward	6,000 00	
			1	Savanilla	1	do	20,000 00	1	do	10,000 00	
			7	In port	7	Assorted cargo, staves, powder, provisions, &c.	148,000 00	7	In port		
	1	Jacksonville	1	Porto Rico	1	Lumber	2,000 00	1	Ballast		
	1	Sombrero	1	Jacksonville	1	Ballast		1	do		
	7	Barbadoes	1	Aves Island	1	do		1	do		
			4	Porto Rico	4	do		4	do		
			1	New York	1	do		1	do		
			1	Cuba	1	Flour	3,000 00	1	do		
	1	Philadelphia	1	Porto Rico	1	Coal	4,000 00	1	do		
	1	Leghorn	1	New York	1	Marble, rags, &c.	150,000 00	1	In port		
	2	Guadaloupe	1	Turk's Island	1	Ballast		1	Ballast		

		1	Cuba	1	do		1	do			
2	St. Kitt's	1	Baltimore	1	do		1	Assorted cargo	4,000 00		
		1	Venezuela	1	do		1	Coal	2,000 00		
5	Antigua	2	Baltimore	2	Flour and ballast	1,600 00	2	Ballast			
		1	Porto Rico	1	Meal	2,000 00	1	do			
		1	Santa Martha	1	Ballast		1	Dry goods	20,000 00		
		1	Jacmel	1	Flour	2,000 00	1	Ballast			
1	Adresson	1	New York	1	Pig iron	12,000 00	1	Inward cargo	12,000 00		
1	Rotterdam	1	Baltimore	1	Cigars and cheese	4,000 00	1	Condemned and sold			
1	Coast of Africa	1	New Orleans	1	Ballast		1	Ballast			
1	Aves Island	1	Not stated	1	do		1	do			
2	St. Croix	1	New York	1	do		1	do			
		1	Porto Rico	1	Circus company		1	Circus company			
1	W. coast Mexico	1	In port	1	Logwood and ore	80,000 00	1	In port			
3	Trinidad	1	Turk's Island	1	Ballast		1	Ballast			
		2	Porto Rico	2	do		2	do			
2	Martinique	1	do	1	do		1	do			
		1	Cuba	1	do		1	do			
1	St. Martin's	1	Cuba	1	do		1	do			
1	Demerara	1	Florida	1	do		1	do			
1	Pernambuco	1	Porto Rico	1	do		1	do			
1	Newport, Eng	1	In port	1	Coals	4,000 00	1	In port			
1	La Guayra	1	Jamaica	1	Ballast		1	Ballast			
1	Grenada	1	do	1	do		1	do			
1	Whaling	1	Whaling	1	do		1	do			
1	Not stated	1	In port	1	Assorted cargo	8,000 00	1	In port			
67		67		67		682,100 00	67		219,000 00		
Quarter ended June 30, 1861.	11	In port	2	New York	2	Reported before		2	Ballast and powder	40,000 00	Entered: 4 ships, 11 barks, 18 brigs, 18 schooners—51, and 11 in port.
			1	New Orleans	1	do		1	Ballast		
			1	Cuba	1	do		1	do		
			1	Porto Rico	1	do		1	do		Cleared: 1 steamer, 5 ships, 11 barks, 20 brigs, 19 schooners—56, and 6 in port.
			1	Maracaiba	1	do		1	Part of inward	25,000 00	
			1	Guadaloupe	1	do		1	Inward cargo	8,000 00	
			1	Callao	1	do		1	Staves	3,000 00	Agg'te tonnage entered: 12,698.
			1	London	1	do		1	Part of inward	50,000 00	
			1	Falmouth	1	do		1	Logwood	10,000 00	
			1	In port	1	do		1	In port		
	1	Machias	1	Machias	1	Lumber	2,000 00	1	Ballast		
	1	Bucksport	1	Porto Rico	1	do	2,000 00	1	do		
	4	Boston	2	Cuba	2	Ice and provisions	5,000 00	2	do		
			2	In port	2	do	4,000 00	2	In port		
	11	New York	3	Porto Rico	3	Assorted provisions and coal	38,000 00	3	Part of inward and ballast	3,000 00	
			3	Cuba	3	Provisions, coal, and spars	4,500 00	3	Ballast		
			1	St. Croix	1	General cargo	15,000 00	1	do		
			1	San Francisco	1	Ballast		1	General cargo	60,000 00	
			3	Maracaibo	3	Assorted cargoes	65,000 00	3	Inward cargoes	65,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DANISH DOMINIONS.											
ST. THOMAS.											
R. P. Waring.											
Quarter ended June 30, 1861—Continued.	3	New York	2	St Martin's	2	Provisions	$5,000 00	2	Ballast		
			1	In port, (distress)	1	Flour and grain	80,000 00	1	In port, (in distress)		
	1	Jacksonville	1	Turk's Island	1	Lumber	2,000 00	1	Ballast		
	1	New Orleans	1	In port	1	Corn	15,000 00	1	In port, (in distress)		
	6	Barbadoes	5	Porto Rico	5	Ballast		5	Ballast		
			1	Trinidad	1	....do		1	....do		
	2	Demerara	1	Cuba	1	....do		1	....do		
			1	Porto Rico	1	....do		1	....do		
	4	Trinidad	2	...do	2	....do		2	....do		
			1	Turk's Island	1	....do		1	....do		
			1	Nassau	1	....do		1	....do		
	1	Antigua	1	Porto Rico	1	Flour	3,000 00	1	..do		
	1	St. Eustatius	1	Cruise	1	Ballast		1	....do		
	1	St. Kitt's	1	Philadelphia	1	....do		1	....do		
	2	Gaudaloupe	1	Trinidad	1	....do		1	....do		
			1	Porto Rico	1	....do		1	...do		
	1	Pernambuco	1	New York	1	Hides	80,000 00	1	Inward cargo	$80,000 00	
	4	Buenos Ayres	2	Porto Rico	2	Ballast		2	Ballast		
			1	Laguna	1	....do		1	....do		
			1	Turk's Island	1	... do		1	....do		
	5	Newport, Eng	1	Porto Rico	1	Coal	6,000 00	1	....do		
			1	Mexico	1	Coal	2,500 00	1	....do		
			1	Philadelphia	1	Coal	4,000 00	1	....do		
			1	Belize	1	Coal	4,000 00	1	....do		
			1	In port	1	Coal	3,000 00	1	In port		
	1	Port Delenha	1	Turk's Island	1	Ballast		1	Ballast		
	1	Cruising	1	Cruising	1	Oil	5,000 00	1	Inward cargo	5,000 00	
	62		62		62		345,000 00	62		349,000 00	
Quarter ended September 30, 1861.		No return									No return.

CHRISTIANSTAD, ST. CROIX.											
R. A. Finlay.											
Quarter ended December 31, 1860.	1	In port	1	Turk's Island	1	Given in last return		1	18 puncheons rum and ballast.	750 00	Entered: 5 brigs, and 1 in port.
	1	Bangor	1	In port	1	White pine lumber	2,350 00	1	In port		Cleared: 4 brigs, and 2 in port.
	1	New Haven	1	Porto Rico	1	Meal, provisions, hoops, &c	6,400 00	1	Ballast		Agg'te tonnage entered: 960 and 45-95.
	1	New York	1	Turk's Island	1	Meal, flour, 16 horses, &c	11,000 00	1	do		
	1	Brandywine	1	do	1	Meal, flour, and provisions		1	do		
	1	St. Croix, west end.	1	In port	1	Red oak staves	1,800 00	1	In port		
	6		6		6		21,550 00	6		750 00	
Quarter ended March 31, 1861.	2	In port	2	St. Thomas	2	Before reported		2	Ballast		Entered: 1 brig, 2 schooners, and 2 in port.
	2	New Haven	1	New Haven	1	Provisions, horses, and mules.	8,000 00	1	Rum and sugar	11,000 00	Cleared: 3 brigs and 2 schooners.
			1	St. Thomas	1	Circus		1	Ballast		Agg'te tonnage entered: 547 and 66-95.
	1	Wilmington	1	Philadelphia	1	Flour and meal	6,200 00	1	do		
	5		5		5		14,000 00	5		11,000 00	
Quarter ended June 30, 1861.	1	Bangor	1	In port	1	White pine lumber	1,800 00	1	In port		Entered: 4 brigs and 3 schooners.
	2	New Haven	1	New Haven	1	Meal, flour, hoops, &c	3,250 00	1	Rum	10,700 00	Cleared: 4 brigs, 1 schooner, and 2 in port.
			1	Porto Rico	1	Flour, hoops, and provisions	1,700 00	1	Ballast		
	1	New York	1	In port	1	Meal, flour, &c	4,400 00	1	In port		Agg'te tonnage entered: 1,028 and 81-95.
	2	Brandywine	1	New York	1	do	7,000 00	1	Rum	5,800 00	
			1	St. Thomas	1	do	5,000 00	1	Ballast		
	1	Antigua	1	New Haven	1	Hoops, flour, and provisions	2,600 00	1	Rum	11,650 00	
	7		7		7		25,750 00	7		28,150 00	
Quarter ended September 30, 1861.	2	In port	2	New York	2	In last quarter		1	149 puncheons rum	5,700 00	Entered: 1 brig, 4 schooners, and 2 in port.
								1	Ballast		
	2	Bangor	1	Bangor	1	White pine lumber	4,000 00	1	do		Cleared: 1 brig and 6 schooners.
			1	New York	1	do	2,200 00	1	do		Agg'te tonnage entered: 1,003.
	1	New Haven	1	New Haven	1	Meal, flour, &c	5,000 00	1	320 puncheons rum	9,400 00	
	2	Wilmington	2	Turk's Island	2	do	17,200 00	2	Ballast		
	7		7		7		28,400 00	7		15,100 00	
FREDERICKSTED.											
William Moore.											
Quarter ended December 31, 1860.	2	Bangor	1	St. Thomas	1	99,862 feet white pine lumber, 1,811 bundles shingles.	1,889 07	1	Ballast		Entered: 2 barks, 3 brigs, and 1 schooner.
			1	Savannah	1	Lumber and shingles	2,196 93	1	45,000 oranges	180 00	Cleared: 2 barks, 3 brigs, and 1 schooner.
	1	Philadelphia	1	Maracaibo	1	220 bbls. flour, 400 puncheons meal.	8,369 39	1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DANISH DOMINIONS.											
FREDER OKSTED. *William Moore.*											
Quarter ended December 31, 1860—Cont'd.	1	Norfolk	1	Bassein	1	Hoops and red oak staves	$2,820 66	1	40,000 red oak staves	Not given.	Agg'te tonnage entered: 1,247 and 56-95.
	1	Trinidad	1	New York	1	Ballast		1	54,000 oranges	$220 00	
	1	Antigua	1	Turk's Island	1	Lumber and shingles	1,900 00	1	Part inward cargo	250 00	
	6		6		6		17,176 05	6		650 00	
Quarter ended March 31, 1861.	2	St. Thomas	2	Bo ton	2	Ballast		1	90 puncheons rum and 39 hhds. sugar.	5,772 73	Entered and cleared: 1 bark and 2 schooners.
								1	146 puncheons rum and 36 hhds. sugar.	7,985 06	Agg'te tonnage entered: 534 and 35-95.
	1	Barbadoes	1	New York	1	do		1	110 puncheons rum and 92 hhds. sugar.	10.839 00	
	3		3		3			3		24,596 79	
Quarter ended June 30, 1861.	1	Norfolk	1	St. Thomas	1	Staves and cooperage	4,306 87	1	Ballast		Entered and cleared: 4 brigs and 2 schooners.
	3	St. Thomas	1	Boston	1	Ballast		1	Sugar, rum, and molasses	8,337 80	Agg'te tonnage entered: 1,003 and 43-95.
			2	Hartford	2	do		2	302 puncheons rum	10,677 54	
	2	Brandywine	1	New York	1	Flour and meal	5,874 43	1	Sugar, rum, and molasses	14,265 39	
			1	Turk's Island	1	do	5,473 92	1	Ballast		
	6		6		6		15,655 22	6		33,280 73	
Quarter ended September 30, 1861.	2	Bangor	1	Boston	1	Lumber and shingles	2,695 71	1	100 puncheons rum	3,547 71	Entered and cleared: 1 bark, 3 brigs, and 2 schooners.
			1	New York	1	do	3,000 00	1	125 puncheons rum	4,232 95	
	2	Brandywine	1	Porto Rico	1	Meal and flour	7,889 73	1	Ballast		Agg'te tonnage entered: 933 and 55-95
			1	St. Thomas	1	do	9,111 18	1	do		
	1	St. Thomas	1	Turk's Island	1	Ballast		1	do		
	1	Africa	1	New York	1	Assorted	5,000 00	1	Inward cargo	5,000 00	
	6		6		6		27,696 62	6		12,780 66	

SWEDEN AND NORWAY.											
GOTHENBURG.											
E. Rohss.											
Quarter ended December 31, 1860.	1	New Orleans	1	Boston	1	708 bales cotton	39,000 00	1	5,000 centners iron	10,000 00	Entered and cleared: 1 ship and 1 brig.
	1	St. Petersburg, (came in for repairs.)	1	Boston	1	Hemp, sheet iron, &c		1	Inward cargo		Agg'te tonnage entered: 895 and 63-95.
	2		2		2		39,000 00	2		10,000 00	
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.
ST. BARTHOLOMEW.											
R. Burton Dinzey.											
Eight months and 21 days ended June 21, 1860.		No return									No return.
From June 22 to September 30, 1861.	1	Philadelphia	1	Philadelphia	1	Breadstuffs	5,800 00	1	Fruit, skin, cotton, &c	1,324 00	Entered: 5 schooners.
	1	Baltimore	1	St. Martin	1	do	2,600 00	1	Ballast		Cleared: 4 schooners, and 1 sold.
	1	Martinique	1	New York	1	Fruit and vegetables	200 00	1	Fruit and vegetables	415 17	Agg'te tonnage entered: 426.
	1	St. Kitt's	1	Baltimore	1	Sugar and fruit	125 00	1	Sugar and fruit	575 00	
	1	St. Martin	1	Sold	1	Ballast		1			
	5		5		5		8,725 00	5		2,314 17	
RUSSIA											
CRONSTADT.											
Alexander Wilkins.											
Quarter ended December 31, 1860.	1	In port	1	London	1	Reported last quarter		1	14,051 lbs. tallow, 2,154 chetwerts wheat, 597 chetwerts linseed, 1,000 pieces lathwood, 1,000 pieces dunnage mats.		Entered: 2 barks, and 1 in port. Cleared: 3 barks. Agg'te tonnage entered: 778 and 3-95.
	1	Boston	1	Boston	1	507 bales cotton, 63 bundles treenails, 8 bbls. wooden wedges.		1	8,991 lbs. hemp, 2,118 lbs. hemp yarns, 31 lbs. bristles, 181,000 archines crash, 6,813 archines diaper.		Note.—Chetwert or tchetwert is equal to 5.77 imperial bushels. Archine is equal to 28 imperial inches.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
RUSSIA.											
CRONSTADT.											
Alexander Wilkins.											
Quarter ended December 31, 1860—Cont'd.	1	Helsingfors	1	Boston	1	Ballast		1	4,597 lbs. sheet iron, 2,122 lbs. cordage, 11,817 lbs. hemp, 198 lbs. red leather, 10 lbs. isinglass, 1,300 pieces dunnage mats.		
	3		3		3			3			
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.
ODESSA.											
Timothy C. Smith.											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.		No return									No return.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.	2	Marseilles	1	Antwerp	1	Ballast		1	7,510 chetwerts linseed	$52,900 00	Entered: 3 ships, 2 barks—5.
			1	Cork or Falmouth.	1	do		1	8,213 chetwerts barley	26,250 00	Cleared: 3 ships, 1 bark—4, and 1 in port.
	1	Genoa	1	Boston	1	30 tons logwood	$1,800 00	1	650 bales wool	37,660 00	Agg'te tonnage entered: 2,715 and 72-95.
	2	Barcelona	1	Antwerp	1	Ballast		1	7,510 chetwerts linseed	65,000 00	
			1	In port	1	do		1	In port		
	5		5		5		1,800 00	5		181,810 00	

AUSTRIA.

TRIESTE.

Stephen S. Remak.

Quarter ended December 31, 1860.	2	In port	1	New York	1	Before reported		1	Currants, steel, rags, cream of tartar, sponges, &c.	100,536 00	Entered: 1 ship, 6 barks, and 1 brig—8, and 2 in port.
			1	Leghorn	1	do		1	Ballast		Cleared: 1 ship, 3 barks, and 1 brig—5, and 5 in port.
	5	Boston	3	Messina	3	3,260 bags pepper, 507 tons logwood, 100 barrels rosin, and 5 tons sapan-wood.	52,300 00	2	1,382 barrels currants and 2,600 boards.	13,019 00	Agg'te tonnage entered: 2,837.
								1	Ballast		
			2	In port	2	1,890 barrels rosin, 9 tons fustic, 248 tons logwood, 900 bags pepper, and 129 bags pimento.	36,300 00	2	In port		NOTE.—Centner, 119.64 pounds avoirdupois.
	1	New York	1	do	1	1,369 barrels rosin and 30 tons logwood.	7,000 00	1	do		
	1	Baltimore	1	do	1	900 hhds. tobacco and 800 bags bark.	38,000 00	1	do		
	1	Sumatra	1	do	1	8,000 centners pepper and 35 centners rubber.	129,000 00	1	do		
	10		10		10		262,600 00	10		113,555 00	
Quarter ended March 31, 1861.	5	In port	2	New York	2	Before reported		2	Rags, currants, sponges, &c	119,815 00	Entered: 4 barks and 1 sch'r—5, and 5 in port.
			3	Messina	3	do		3	Ballast		Cleared: 1 ship, 6 barks, and 1 schooner—8, and 2 in port.
	1	Boston	1	Smyrna	1	1,360 barrels rosin and 25 tons logwood.	7,850 00	1	145 barrels currants	1,500 00	Agg'te tonnage entered: 1,637.
	2	New York	2	In port	2	General cargoes of rosin, pimento, fustic, &c.	54,300 00	2	In port		
	1	Philadelphia	1	Messina	1	1,033 barrels rosin, 16 tons logwood, 100 hogsheads bark, and 74 bags coffee.	13,250 00	1	Ballast		
	1	Wilmington, N C.	1	Palermo	1	2,180 barrels rosin and 25 barrels turpentine.	10,240 00	1	10,500 pieces boards	4,200 00	
	10		10		10		85,640 00	10		125,515 00	
Quarter ended June 30, 1861.	2	In port	1	Palermo	1	Given in last quarter's return		1	Lumber	12,200 00	Entered: 1 ship, 2 barks, and 1 brig—4, and 2 in port.
			1	Fiume	1	do		1	Steel, 50 cases	600 00	
	1	New Orleans	1	Marseilles	1	Cotton, 777 bales	95,196 00	1	Staves, 98,822	16,300 00	Cleared: 3 barks and 1 brig—4, and 2 in port.
	1	Marseilles	1	In port	1	Iron, 249 plates	100,000 00	1	In port		
	1	Santos	1	Rio de Janeiro	1	Coffee, 3,500 bags	93,035 00	1	Flour	23,500 00	Agg'te tonnage entered: 1,395.
	1	Guantanamo	1	In port	1	Coffee, rum, and fustic	100,122 00	1	In port		
	6		6		6		389,353 00	6		52,600 00	
Quarter ended September 30, 1861.	2	In port	1	Constantinople	1	Given in last quarter		1	Ballast		Entered: 4 barks, 2 brigs, and 1 schooner—7, and 2 in port.
			1	Sulina	1	do		1	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED
AUSTRIA.											
TRIESTE.											
Stephen S. Remak.											
Quarter ended September 30, 1861—Cont'd.	3	Boston	1	Smyrna	1	Rum, cassia, rosin, sarsaparilla, logwood, &c.	$24,250 00	1	Part of inward	$500 00	Cleared: 1 ship and 4 barks—5, and 4 in port.
			1	Spezzia	1	98 bales hides, 15 tons sapan-wood, and 184 tons logwood.	26,500 00	1	Ballast		Agg'te tonnage entered: 2,469.
			1	In port	1	206 tons logwood, 9 tons fustic, and 200 barrels rosin.	10,300 00	1	In port		
	1	New York	1	do	1	119 tons logwood	9,000 00	1	do		
	1	Rio de Janeiro	1	Rio de Janeiro	1	2,190 bags coffee	66,900 00	1	3,985 barrels flour	25,956 00	
	2	Genoa	2	In port	2	Ballast		2	In port		
	9		9		9		136,950 00	9		26,456 00	
VENICE.											
J. J. Spurger.											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.	1	New York	1	Palermo	1	2,352 barrels rosin	2,577 00	1	Lumber	4,450 00	Entered and cleared: 1 bark. Agg'te tonnage entered: 315 and 3-95.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.
SARDINIA.											
GENOA.											
W. L. Patterson.											
Quarter ended December 31, 1860.	5	New York	1	Messina	1	General cargo	8,502 00	1	Ballast		Entered: 5 ships, 7 barks, 2 schooners—14.
			1	Girgenti	1	do	15,251 00	1	do		

			3	In port	3	....do	74,651 00	3	In port			Cleared: 2 ships, 3 barks, schooner—6, and 8 in port. Agg'te tonnage entered: 7,195. Note.—Total imports of cotton from United States, 3,213 bales, $213,290; total imports of tobacco from United States, 3,914 hhds., $822,412.
	1	Richmond	1	....do	1	Tobacco, 648 hhds.	137,041 00	1	....do			
	2	City Point	1	Palermo	1	Tobacco, 443 hhds.	86,240 00	1	Ballast			
			1	In port	1	Tobacco, 870 hhds.	176,854 00	1	In port			
	4	New Orleans	1	United States	1	Tobacco, 775 hhds.; cotton, 97 bales; staves, 4,000.	173,386 00	1	Ballast			
			1	Marseilles	1	Tobacco, 192 hhds.; cotton, 1,041 bales; staves, 4,000.	111,673 00	1	....do			
			2	In port	2	Tobacco, 986 hhds.; cotton, 2,075 bales; staves, 13,000.	342,192 00	2	In port			
	1	Liverpool	1	Messina	1	Gas coal, 429 tons	3,232 00	1	Ballast			
	1	Glasgow	1	In port	1	Pig iron, 585 tons	11,700 00	1	In port			
	14		14		14		1,140,722 00	14				
Quarter ended March 31, 1861.	8	In port	8	Not reported	8	Before reported		8	Not reported			Entered: 7 ships, 9 barks, 1 brig, 1 schooner—18, and 8 in port. Cleared: 8 ships, 13 barks, 1 brig, 2 schooners—24, and 2 in port. Agg'te tonnage entered: 9,138. Note.—Total imports of cotton from United States, 14,739 bales, $973,167; total imports of tobacco from United States, 2,951 hhds, $555,156.
	2	Boston	2	Leghorn	2	Sugar, 2,270 boxes; logwood, 44 tons; pepper, 1,611 bags.	83,757 00	2	Sugar, 2,270 boxes; logwood, 44 tons.	69,121 00		
	1	New York	1	Palermo	1	General cargo	21,039 00	1	Ballast			
	1	Richmond	1	Licata	1	Tobacco, 426 hhds.	83,160 00	1	....do			
	14	New Orleans	3	Cuba and United States.	3	Tobacco, 904 hhds; cotton, 2,891 bales; staves, 12,000.	368,942 00	3	....do			
			2	Marseilles	2	Cotton, 2,699 bales; rosin, 176 bbls.; staves, 2,500.	172,830 00	2	General cargo and ballast	14,940 00		
			3	Leghorn	3	Tobacco, 550 hhds.; cotton, 2,110 bales; staves, 6,000.	236,035 00	3	Ballast			
			2	Sicily	2	Cotton, 2,344 bales; tobacco, 500 hhds.; staves, 10,000.	244,747 00	2	....do			
			2	Palermo	2	Cotton, 1,952 bales; rosin, 90 bbls.; staves, 4,000.	134,182 00	2	....do			
			2	In port	2	Cotton, 3,743 bales; tobacco, 571 hhds.; staves, 19,000.	308,280 00	2	In port			
	26		26		26		1,652,972 00	26		84,061 00		
Quarter ended June 30, 1861.	2	In port	2	Not reported	2	Reported last quarter		2	Not reported			Entered: 5 ships, 10 barks, 4 brigs, 1 schooner—20, and 2 in port. Cleared: 2 ships, 7 barks, 2 brigs, 1 schooner—12, and 10 in port. Agg'te tonnage entered: 8,731. Note.—Total imports of cotton from United States in American vessels, 7,774 bales, $553,835; total imports of tobacco from United States in American vessels, 1,278 hhds., $305,333.
	1	Boston	1	Odessa	1	Sugar, boxes, 1,049; sugar, refined, casks, 75; coffee, Mocha, bags, 784.	76,853 00	1	Ballast			
	1	New York	1	Monaco	1	General cargo	24,550 00	1	....do			
	5	New Orleans	1	London	1	Cotton, 1,072 bales; staves, 13,000.	75,714 00	1	Gun-stocks, 89,919; lumber, 155 pcs.; cart-wheels, 1,025.	45,759 00		
			2	Leghorn	2	Cotton, 2,221 bales; hides, 250 bundles; rosin, 20 bbls.; staves, 26,900.	160,333 00	2	Ballast			
			2	Sicily	2	Cotton, 2,178 bales; tobacco, 1,883 hhds.	194,274 00	2	....do			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SARDINIA.											
GENOA.											
W. L. Patterson.											
Quarter ended June 30 1861—Continued.	3	New Orleans	3	In port	3	Cotton, 2,303 bales; tobacco, 1,090 hhds.; staves, 1,400; pepper, 1,309,500 lbs.	$577,234 00	3	In port	.....	
	1	Newcastle.....	1	Malta.	1	Coal, 323 tons.....	2,580 00	1	Ballast	.....	
	1	Amsterdam	1	Antwerp	1	General cargo.....	Unknown.	1	General cargo.....	$11,655 00	
	1	Glasgow.....	1	In port	1	Pig iron, 610 tons; magnesia, 200 cases; soda salt, 5 cases.	12,646 00	1	In port	.....	
	1	Jacmel	1	....do.	1	Coffee, 3,000 bags; logwood, 20 tons.	51,517 00	1	....do.....	.....	
	6	Ardrossan.	1	Leghorn.....	1	Pig iron, 725 tons	14,500 00	1	Ballast	.....	
			5	In port	5	Pig iron, 1,942 tons; coal, 494 tons.	43,368 00	5	In port	.....	
	22	.....	22	.....	22	.....	1,233,569 00	22	.....	57,414 00	
Quarter ended September 30, 1861.	10	In port	10	Not reported.....	10	Reported last quarter.....	.....	10	Not reported.....	.....	Entered: 18 ships, 17 barks, 3 brigs, 2 schooners—40, and 10 in port.
	1	New York.....	1	Fiume	1	Cotton.....	38,363 00	1	General cargo.....	Unknown.	Cleared: 7 ships, 21 barks, 4 brigs, 1 schooner—33, and 17 in port.
	1	New Orleans	1	In port	1	Cotton and tobacco	393,395 00	1	In port	.....	Agg'te tonnage entered: 24,365.
	1	Liverpool	1	....do.	1	Coal, 1,077 tons.....	7,539 00	1	...do.....	.....	NOTE.—Cotton, 48,982; tobacco, 382,026.
	8	Cardiff	1	London	1	Coal, 500 tons.....	3,500 00	1	General cargo.....	36,519 00	
			2	Trieste.....	2	Coal, 972 tons.....	6,804 00	2	Ballast	....	
			1	Fiume	1	Coal, 413 tons.....	2,891 00	1	General cargo.....	Unknown.	
			4	In port	4	Coal, 3,037 tons; iron, 373 tons.	28,813 00	4	In port	.....	
	4	Shields.....	1	Leghorn.....	1	Coal, 720 tons.....	4,320 00	1	Ballast	.....	
			3	In port	3	Coal, 2,381 tons; and gas pipes	17,717 00	3	In port	.....	
	7	Newcastle.....	1	New York.....	1	Coal, 596 tons; iron, 125 tons.	6,018 00	1	Ballast	.....	
			1	Leghorn.....	1	Coal, 730 tons; and gas pipes.	8,090 00	1	....do.....	.....	
			1	Shields.....	1	Coal, 362 tons...	2,500 00	1	Coal.....	2,500 00	
			4	In port	4	Coal, 2,085 tons; and pig iron, 150 tons.	19,680 00	4	In port; (1 gen'l cargo, 55,258, but yet in port.)	.....	
	4	Newport	1	Trapani	1	Coal, 1,585 tons.....	11,095 00	1	Ballast	.....	
			1	Garrucia	1	Coal, 480 tons.....	2,880 00	1	General cargo.....	Unknown.	

			2	In port	2	Coal, 1,800 tons; and railroad iron, 1,325 tons.	63,800 00	2	In port		
	4	Sunderland	1	Leghorn	1	Coal, 1,050 tons	7,350 00	1	Ballast		
			2	New York	2	Coal, 3,127 tons	21,889 00	2	do		
			1	Fiume	1	Coal, 1,029 tons	7,203 00	1	do		
	5	Ardrossan	1	Cagliari	1	Pig iron, 506 tons	10,120 00	1	do		
			2	Huelba	2	Pig iron, 1,260 tons; coal, 104 tons.	25,824 00	2	do		
			1	Trapani	1	Pig iron, 400 tons; coal, 647 tons	12,529 00	1	General cargo		
			1	In port	1	Pig iron, 250 tons; coal, 204 tons	6,428 00	1	In port		
	1	Glasgow	1	Huelba	1	Pig iron, 600 tons; coal, 350 tons	14,100 00	1	Ballast		
	1	Troon	1	Leghorn	1	Pig iron, 250 tons; coal, 200 tons	6,400 00				
	1	Amsterdam	1	In port	1	458 bbls. crushed sugar, 35 tons pipe clay, 300 bundles ratans.	129,571 00	1	In port		
	1	Antwerp	1	Antwerp	1	General cargo	69,070 00	1	General cargo	11,473 00	
	1	Havana	1	Sicily	1	1,593 boxes sugar	123,361 00	1	Ballast		
	50		50		50		1,051,250 00	50		50,492 00	

TUSCANY.

LEGHORN.

John A. Binda.

Quarter ended December 31, 1860.	2	In port	1	New York	1	Before reported		1	Marble, flags, straw, &c.		Entered: 2 ships, 5 barks, 1 brig—8, and 2 in port.
			1	Charleston	1	do		1			
	2	New York	1	Messina	1	211 hhds. tobacco, 1,000 sacks pepper, 200 bbls. rosin.	Not given.	1	Marble		Cleared: 4 ships, 4 barks, 1 brig—9, and 1 in port.
			1	Alicata	1	319 hhds. tobacco, 300 bbls. rosin.	Not given.	1	Ballast		Agg'te tonnage entered: 3,383.
	2	New Orleans	1	Civita Vecchia	1	476 hhds. tobacco		1	Inward cargo		
			1	In port	1	575 hhds. tobacco		1	In port		
	1	Cette	1	New York	1	Ballast		1	Marble, flags, straw, &c		
	1	Trieste	1	Philadelphia	1	do		1	do		
	1	Labrador	1	Messina	1	2,595 quintals fish, 100 bbls. rosin.	Not given.	1	100 bbls. rosin		
	1	Sunderland	1	do	1	650 tons coal		1	Ballast		
	10		10		10			10			
Quarter ended March 31, 1861.	1	In port	1	New Orleans	1	Before reported		1	Ballast		Entered: 1 steamer, 1 ship, 5 barks—7, and 1 in port.
	1	Boston	1	Palermo	1	Coffee, sugar, cotton, pepper, rosin, logwood.	44,855 00	1	Marble, rags, straw, oil, &c	3,366 00	Cleared: 1 steamer, 1 ship, 1 bark—3, and 5 in port.
	2	Boston and Genoa	2	In port	1	1,520 boxes sugar, 18 tons logwood.	47,869 00	2	In port		Agg'te tonnage entered: 2,791.
					1	652 boxes sugar, 25 tons logwood.	24,000 00				
	1	Newcastle	1	do	1	180 tons coal	Not given.	1	In port		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS AND AGGREGATE TONNAGE ENTERED.
TUSCANY.											
LEGHORN.											
John A. Binda.											
Quarter ended March 31, 1861—Continued.	3	Genoa	1	New York	1	Ballast		1	Marble, rags, straw, oil, &c.	$48,200 00	
			2	In port	2	...do		2	In port		
	8		8		8		$116,724 00	8		51,566 00	
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.	3	In port	2	New York	1	612 hhds. tobacco, and 50 tons sundries.	65,200 00	1	Marble, straw, oil	26,200 00	Entered: 3 ships, 4 barks, 1 schooner—8, and 3 in port.
					1	Ballast		1	....do	3,800 00	Cleared: 3 ships, 4 barks—7, and 4 in port.
			1	London	1	.. do		1	....do	1,040 00	
	2	Cardiff	1	...do	1	1,046 tons iron rails	25,900 00	1	....do	37,250 00	Agg'te tonnage entered: 4,855.
			1	In port	1	936 tons coal	8,200 00	1	In port		
	5	Genoa	1	Boston	1	Ballast		1	Marble, straw, oil	6,800 00	
			1	London	1	....do		1	.. do	14,800 00	
			1	Liverpool	1	....do		1	....do	30,000 00	
			2	In port	2	....do		2	In port		
	1	Antwerp	1	....do	1	General cargo	65,000 00	1	...do		
	11		11		11		164,300 00	11		119,890 00	
TWO SICILIES.											
NAPLES.											
Alexander Hammett.											
Quarter ended December 31, 1860.	1	Boston	1	In port	1	Coffee, 1,366 bags	26,000 00	1	In port		Entered: 1 ship and 1 bark, and 2 in port.
						Cassia, 10 cases	130 00				
						Logwood, 50 tons	680 00				Agg'te tonnage entered: 1,383 and 17-95.
						Mahogany, 18 sticks	930 00				
						Nails, 150 kegs	575 00				
						Rum, 200 barrels	2,500 00				

						Rosin, 200 barrels	360 00				
						Shooks, 891 bundles	360 00				
	1	New Orleans	1	do	1	Tobacco, 1,150 hhds	170,700 00	1	In port		
	2		2		2		202,235 00	2			
Quarter ended March 31, 1861.	2	In port	1	New Orleans	1	Before reported		1	Ballast		Entered: 1 ship, 2 barks, 3 brigs, 1 schooner—7, and 2 in port. Cleared: 1 ship, 3 barks, 3 brigs, 1 schooner—8, and 1 in port. Agg'te tonnage entered: 2,355 and 18-95.
			1	Messina	1	do		1	Part inward cargo	10,407 00	
	6	New York	1	New York	1	1,338 bags coffee	20,600 00	1	4,443 boxes oranges	4,800 00	
						45 tons logwood	932 00				
						5 tons limawood	294 00				
						500 boxes candles	275 00				
						2,000 bundles shooks	1,137 00				
						30 kegs nails	125 00				
			1	Malta	1	1,000 bales cotton	50,000 00	1	4 bales merchandise		
			4	Sicily	4	3,388 barrels flour	17,275 00	4	2,000 boxes oranges, and ballast	2,100 00	
						1,061 bags coffee	15,225 00				
						1,058 bales cotton	50,933 00				
						499 barrels pitch	686 00				
						50 tons logwood	550 00				
						1 case machinery	100 00				
	1	New Orleans	1	In port	1	2,006 bales cotton	103,000 00	1	In port		
	9		9		9		261,132 00	9		17,307 00	
Quarter ended June 30, 1861.	1	In port	1	Not stated	1	In last return		1	Not stated		Entered: 1 ship, 1 bark, 1 brig, 1 schooner, and 1 in port. Cleared: 1 ship, 2 barks, and 1 schooner, and 1 in port. Agg'te tonnage entered: 2,086 and 47-95.
	2	New Orleans	1	Boston	1	965 hhds. tobacco	140,000 00	1	Ballast		
			1	Trapani	1	1,200 bales cotton	50,000 00	1	do		
	1	Havana	1	Not stated	1	1,003 boxes sugar	30,000 00	1	3,500 boxes oranges and lemons	6,000 00	
	1	New Castle, Eng.	1	In port	1	480 tons coal	5,000 00	1	In port		
	5		5		5		225,000 00	5		6,000 00	
Quarter ended September 30, 1861.		No return									No return.
MESSINA.											
C. H. Morgan.											
Quarter ended December 31, 1860.	3	Genoa	1	New York	1	Ballast		1	Fruit, brimstone, walnuts, and licorice.	7,700 00	Entered: 26 barks, 11 brigs, 3 schooners—40. Cleared: 12 barks, 5 brigs—17, and 23 in port. Agg'te tonnage entered: 12,257.
			2	In port	2	do		2	In port		
	1	Patras	1	New York	1	do		1	Fruit, filberts, almonds, essences, cork wood.	9,250 00	
	1	Girgenti	1	Boston	1	do		1	Brimstone, green fruit, hemp seed, filberts, &c.	11,800 00	
	2	Marseilles	2	New York	2	do		2	Green fruit, brimstone, sumac, almonds, &c.	14,900 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
TWO SICILIES.											
MESSINA.											
C. H. Morgan.											
Quarter ended December 31, 1860—Cont'd.	6	Marseilles	1	Philadelphia	1	Ballast		1	Canary seed, fruit, brimstone, almonds, &c.	$8,625 00	
			5	In port	5	do		5	In port		
	1	St. John's	1	Boston	1	Codfish, logwood, rosin, &c.	$13,870 00	1	Brimstone, fruit, sumac, almonds, cork wood.	11,800 00	
	1	Portsmouth	1	do	1	Timber	4,130 00	1	Brimstone, fruit, &c	14,000 00	
	1	Constantinople	1	do	1	Ballast		1	Brimstone, sumac, fruit	8,700 00	
	1	Port Vendre	1	do	1	do		1	Brimstone, canary seed	13,000 00	
	1	Cardiff	1	do	1	do		1	Brimstone, green fruit, hemp seed, and rags.	14,000 00	
	2	Malta	1	New York	1	300 barrels rosin	450 00	1	Cork wood, rags, capers, manna, fruit, and filberts.	2,650 00	
			1	In port	1	Ballast		1	In port		
	2	Cadiz	1	New York	1	do		1	Brimstone, fruit, essences	10,950 00	
			1	In port	1	do		1	In port		
	2	Alexandria	2	Boston	2	do		2	Brimstone, pumice-stone, rags.	21,400 00	
	2	Licata	1	New York	1	do		1	Fruit, almonds, filberts	16,860 00	
			1	In port	1	do		1	In port		
	3	Trieste	1	Philadelphia	1	do		1	Maccaroni, fruit, filberts	6,500 00	
			2	In port	2	do		2	In port		
	1	New Castle	1	do	1	do		1	do		
	1	Barcelona	1	do	1	do		1	do		
	1	Venice	1	do	1	do		1	do		
	1	Tarragona	1	do	1	do		1	do		
	3	Cette	3	do	3	do		3	do		
	3	Leghorn	3	do	3	do		3	do		
	1	Smyrna	1	do	1	do		1	do		
	40		40		40		18,450 00	40		172,135 00	
Quarter ended March 31, 1861.	23	In port	8	Boston	8	Before reported		8	Brimstone, fruit, nuts, hemp seed, sumac, almonds.	43,440 00	Entered: 14 barks, 12 brigs, and 1 schooner—27, and 23 in port.

		6	New York	6	....do		6	Canary seed, brimstone, nuts, fruits, sumac, &c.	48,725 00	Cleared: 26 barks, 17 brigs, 4 schooners—47, and 3 in port.
		1	Philadelphia	1	....do		1	Brimstone, filberts, fruit, plums, filberts, &c.	8,900 00	Agg'te tonnage entered: 8,535.
		4	Baltimore	4	....do		4	Fruit, nuts, brimstone, filberts, almonds, &c.	38,215 00	
		4	New Orleans	4	....do		4	Brimstone, cork wood, fruit, nuts, sumac, &c.	48,550 00	
	3 Smyrna	1	New York	1	Ballast		1	Fruit, licorice paste, filberts, almonds, &c.	9,650 00	
		1	Palermo	1	...do		1	Ballast		
		1	In port	1	....do		1	In port		
	1 Licata	1	New York	1	....do		1	Fruit, nuts, almonds, rags, canary seed, &c.	11,250 00	
	2 Naples	1	Boston	1	200 bbls. rum and 309 bags coffee, &c.	11,670 00	1	Brimstone and green fruit	8,620 00	
		1	New York	1	Ballast		1	3,850 boxes green fruit	7,200 00	
	5 Marseilles	3	Philadelphia	3	....do		3	Brimstone and green fruit	31,000 00	
		1	New York	1	....do		1	Brimstone, fruit, corks, and pumice-stone.	11,020 00	
		1	Licata	1	....do		1	Ballast		
	2 Genoa	1	New York	1	....do		1	Brimstone, fruit, hemp and canary seed.	15,600 00	
		1	Philadelphia	1	....do		1	Fruit, rags, cork wood	10,500 00	
	2 Lisbon	1	New York	1	....do		1	Brimstone, fruit, and pumice-stone.	10,050 00	
		1	Baltimore	1	....do		1	Essences, fruits, nuts	7,650 00	
	1 Calais	1	Boston	1	11,500 boards	2,300 00	1	Fruit, sumac, cork wood, pumice-stone.	9,750 00	
	4 Trieste	2	....do	2	Ballast		2	Fruit, sumac, nuts, hemp, and canary seed.	19,820 00	
		1	Philadelphia	1	....do		1	Brimstone, fruit, hemp, and canary seed.	9,250 00	
		1	Palermo	1	....do		1	Ballast		
	2 Cette	1	Philadelphia	1	Ballast		1	Brimstone and fruit	9,150 00	
		1	In port	1	....do		1	Ballast		
	1 Malta	1	New York	1	Staves	890 00	1	Sumac, hempseed, licorice-paste, manna.	2,400 00	
	1 Gibraltar	1	Philadelphia	1	Ballast		1	3,650 boxes green fruit	6,900 00	
	1 Girgenti	1	....do	1	....do		1	Brimstone, fruit, hemp, and canary seed.	15,700 00	
	2 Cadiz	1	Palermo	1	....do		1	Ballast		
		1	In port	1	....do		1	In port		
	50	50		50		14,860 00	50		383,410 00	
Quarter ended June 30, 1861.	1 In port	1	Boston	1	In last quarter's return		1	Cork wood, oranges, lemons	8,500 00	In port at commencement of quarter: 2 barks and 1 brig.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
TWO SICILIES.											
MESSINA.											
C. H. Morgan.											
Quarter ended June 30, 1861—Continued.	2	In port	2	New York	2	In last quarter's return		2	Brimstone, filberts, almonds, pumice-stone, and canary seed.	$22,100 00	Cleared: 2 barks and 1 brig. No tonnage entered.
	3		3		3			3		30,600 00	
Quarter ended September 30, 1861.		No return									No return.
PALERMO.											
Henry H. Barstow.											
Quarter ended December 31, 1860.	2	In port	2	New York	2			2	Sulphur, sumac, fruit, &c.	34,665 66	Entered: 1 ship, 8 barks, 4 barkantines, 10 brigs, 1 schooner—24, and 2 in port. Cleared: 1 ship, 7 barks, 1 barkantine, 8 brigs, 1 schooner—18, and 8 in port. Agg'te tonnage entered: 7,482.
	6	Bangor	2	Boston	2	Lumber, 61,000 boxes	$5,100 00	2	do do.	11,608 00	
			1	New York	1	Lumber, 32,140 boxes	2,866 00	1	do do.	3,397 00	
			1	Philadelphia	1	Lumber, 45,000 boxes and 4,700 boards.	3,600 00	1	do do.	8,848 00	
			2	In port	1	Lumber, 75,000 boxes and 11,000 boards.	6,900 00	2	In port		
	1	Messina	1	Boston	1	Put into port in distress		1	Put into port in distress		
	1	Marsala	1	New York	1	Ballast		1	Sulphur, sumac, fruit, &c.	20,885 00	
	2	Girgenti	2	do.	2	do		2	do do.	52,399 50	
	2	Licata	1	do.	1	do		1	do do.	14,113 50	
			1	In port	1	do		1	In port		
	1	Tarragona	1	do.	1	do		1	do		
	1	Alicante	1	Boston	1	do		1	Sulphur, sumac, and fruit	9,100 00	
	2	Genoa	1	do.	1	do		1	do do.	13,483 25	
			1	In port	1	do		1	In port		
	1	Malta	1	Boston	1	do		1	Sulphur, sumac, and fruit	7,281 50	
	4	Marseilles	1	do	1	do		1	do do.	10,208 75	
			2	New York	2	do		2	do do.	18,252 00	
			1	In port	1	do		1	In port		
	1	Cette	1	New York	1	do		1	Sulphur, sumac, and fruit	22,981 00	

	1	Madeira	1	In port	1	do		1	In port			
	1	Smyrna	1	do	1	do		1	do			
	26		26		26		18,466 00	26		227,223 16		
Quarter ended March 31, 1861.	8	In port	1	Boston	1	Before reported		1	Sulphur, sumac, fruit, &c	12,850 00	Entered: 1 steamer, 1 ship, 16 barks, 7 brigs, 3 schooners—28, and 8 in port.	
			2	New York	2	do		2	do do	26,667 00		
			3	Philadelphia	3	do		3	do do	31,242 00		
			1	Baltimore	1	do		1	do do	9,110 00		
			1	Not reported	1	do		1	Not reported			
	1	Bangor	1	Philadelphia	1	Lumber, 6,000 boards and 40,000 boxes.	3,500 00	1	Sulphur, sumac, fruit, &c	8,670 00	Cleared: 1 steamer, 1 ship, 16 barks, 3 barkantines, 7 brigs, 2 schooners—30, and 6 in port.	
	1	Boston	1	In port	1	Ballast		1	In port		Agg'te tonnage entered: 9,583.	
	1	New York	1	Venice	1	Put in for repairs		1	Put in for repairs			
	4	Marseilles	1	Boston	1	Ballast		1	Sulphur, sumac, fruit, &c	8,750 00		
			2	New York	2	do		2	do do	18,810 00		
			1	Philadelphia	1	do		1	do do	7,940 00		
	2	Licata	2	New York	2	do		2	do do	46,120 00		
	1	Constantinople	1	Baltimore	1	do		1	do do	11,560 00		
	2	Marsala	1	New York	1	do		1	do do	15,000 00		
			1	Baltimore	1	do		1	do do	8,000 00		
	3	Messina	1	Boston	1	do		1	do do	15,780 00		
			1	New York	1	do		1	do do	8,050 00		
			1	Philadelphia	1	do		1	do do	11,000 00		
	1	Alicante	1	Boston	1	do		1	do do	8,510 00		
	1	Trieste	1	Philadelphia	1	do		1	do do	6,752 60		
	4	Naples	1	Boston	1	do		1	do do	10,645 00		
			2	New York	1	do		1	do do	9,650 00		
					1	No cargo landed		1	Inward cargo			
			1	In port	1	Ballast		1	In port			
	3	Girgenti	2	New York	2	do		2	Sulphur, sumac, fruit, &c	38,815 00		
			1	In port	1	do		1	In port			
	1	Malta	1	do	1	Not reported		1	do			
	1	Leghorn	1	Boston	1	Ballast		1	Sulphur, sumac, fruit, &c	5,575 00		
	2	Genoa	2	In port	2	do		2	In port			
	36		36		36		3,500 00	36		319,496 00		
Quarter ended June 30, 1861.	6	In port	2	Boston	2	In last return		2	Sulphur, sumac, fruit, &c	24,185 00	Entered: 1 ship, 9 barks, 1 brig, 1 schooner—12, and 6 in port.	
			4	New York	4	do		4	do do	48,375 00		
	3	Marseilles	1	Boston	1	Ballast		1	Fruit	9,500 00		
			1	New York	1	do		1	Sulphur, sumac, fruit, &c	15,212 00	Cleared: 1 ship, 11 barks, 2 brigs, 3 schooners—17, and 1 in port.	
			1	Philadelphia	1	do		1	do do	14,622 00		
	1	Gibraltar	1	New York	1	do		1	do do	7,130 00	Agg'te tonnage entered: 4,415.	
	2	Genoa	1	Boston	1	do		1	do do	16,237 00		
			1	Philadelphia	1	do		1	do do	15,477 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
TWO SICILIES.											
PALERMO. *Henry H. Barstow.* Quarter ended June 30, 1861—Continued.	3	Trieste	1	Boston	1	Lumber	$6,000 00	1	Sulphur, sumac, fruit, &c.	$13,457 00	
			1	New York	1	do	5,000 00	1	do do	7,065 00	
			1	Constantinople	1	do	6,700 00	1	Ballast		
	1	Leghorn	1	Boston	1	Ballast		1	Sulphur, sumac, fruit, &c	10,087 00	
	2	Malta	1	New York	1	do		1	Sumac and fruit	5,800 00	
			1	In port	1	do		1	In port		
	18		18		18		17,700 00	18		187,207 00	
Quarter ended September 30, 1861.	1	In port	1	New York	1	In last return		1	Fruit	6,000 00	Entered: 4 barks, and 1 in port.
	1	Licata	1	do	1	Ballast		1	Sulphur, sumac, corks, and fruit	10,032 00	Cleared: 3 barks, 1 schooner—4, and 1 in port.
	2	Marseilles	1	Boston	1	do		1	Sumac, rags, wine, and pumice-stone.	7,800 00	Agg'te tonnage entered: 1,625.
			1	New York	1	do		1	Sulphur, maccaroni, essences, and fruit.	10,000 00	
	2	Glasgow	1	Girgenti	1	do		1	Ballast		
			1	In port	1	do		1	In port		
	6		6		6			6		33,832 00	
TURKEY.											
CONSTANTINOPLE. *Alexander Thompson.* Quarter ended December 31, 1860.	1	Boston	1	Messina	1	Rum, alcohol, India-rubber, logwood, and sundries.	25,393 00	1	Ballast		Entered: 6 barks, 1 schooner—7. Cleared: 6 barks, 1 schooner—7.
	4	New York	3	Smyrna	4	Rum, alcohol, butter, flour, blue drills, turpentine, logwood, tobacco, domestics, &c.	96,045 92	4	do		Agg'te tonnage entered: 2,451 and 61-95.
			1	Palermo							
	1	England	1	Soulina	1	Coals		1	do		
	1	Soulina	1	England	1	Grain		1	Inward cargo		
	7		7		7		121,438 92	7			

Quarter ended March 31, 1861.	2	Boston	1	Boston	1	54,500 gallons rum	15,260 00	1	712 bales rags	3,857 00	Entered: 5 barks, 1 brigantine, 3 schooners—9.
						1,260 gallons alcohol	5,292 00	...	24 bags canary seed	46 00	Cleared: 5 barks, 1 brigantine, 3 schooners—9.
						22,400 yards drills	2,424 00	.....	1,785 pieces boxwood	343 00	Agg'te tonnage entered: 3,090 and 88-95.
						Rosin, ironware, logwood, and sundries.	1,022 00	.....			
			1	Smyrna	1	8,600 gallons alcohol	3,868 00	1	Remainder of inward cargo		
						16,948 gallons rum	4,236 00	.....			
						Stoves, &c., and sundries	650 00	.....			
	1	New York	1	....do	1	65,921 gallons rum	16,479 00	1	Ballast		
						14,950 gallons alcohol	6,457 00	.....			
						200 firkins butter	2,187 00	.....			
						39,830 yards drills	3,936 00	.....			
						Stoves, cabots, bricks, and sundries.	1,914 00	....			
	1	Rio de Janeiro	1	....do	1	Coffee		1	Ballast		
	1	Barcelona	1	Galatz	1	Ballast		1	....do		
	4	Ibrail	2	Leghorn	2	Grain		2	Inward cargo		
			2	Marseilles	2	....do		2	....do		
	9		9		9		63,725 00	9		4,246 00	
Quarter ended June 30, 1861.	1	Galatz	1	England	1	Grain, for England		1	Inward cargo		Entered and cleared: 2 barks, 1 brig, and 2 schooners.
	1	Rio de Janeiro	1	Marseilles	1	Coffee		1	Ballast		Agg'te tonnage entered: 1,863 and 86-95.
	1	England	1	Galatz	1	Coal		1	Inward cargo		
	1	Palermo	1	Soulina	1	Fruit		1	Ballast		
	1	Leghorn	1	Odessa	1	Ballast		1	....do		
	5		5		5			5			
Quarter ended September 30, 1861.	3	New York	1	Galatz	1	1,000 barrels rum	7,059 16	1	Ballast		Entered: 12 ships, 11 barks, 5 brigs, 7 schooners—35.
						200 barrels alcohol	3,172 00	.....			Cleared: 12 ships, 10 barks, 4 brigs, 7 schooners—33, and 2 in port.
						198 bags coffee	3,082 00	.....			Agg'te tonnage entered: 15,174.
						15 tons logwood	225 00	.....			
						3 logs satinwood	35 00	.....			
						99 boxes ink	208 00	.....			
			1	Rodosto, Turkey	1	1,500 barrels rum	10,588 19	1	Ballast		
			1	In port	1	900 barrels rum	6,850 00	1	In port		
						400 barrels alcohol	6,300 00	.....			
						50 boxes tobacco	Not given.	.....			
	7	Marseilles	2	Odessa	2	Ballast		2	Ballast		
			1	Soulina	1	....do		1	....do		
			1	Gloubok	1	....do		1	....do		
			1	Cork, for orders	1	....do		1	Corn		
			1	Galatz	1	....do		1	Ballast		
			1	In port	1	Assorted manufactures		1	In port		
	1	Genoa	1	Odessa	1	Ballast		1	Ballast		
	1	Galatz	1	Cork, for orders	1	Corn		1	Corn		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
TURKEY.											
CONSTANTINOPLE.											
Alexander Thompson.											
Quarter ended September 30, 1861—Cont'd.	1	Galatz	1	Messina	1	Wheat		1	Wheat		
	2	Trieste	1	Sebastopol	1	Ballast		1	Ballast		
			1	Soulina	1	....do		1	....do		
	3	Soulina	1	Cork, for orders	1	Corn		1	Corn		
			1	Waterford, Eng	1	....do		1	....do		
			1	Falmouth	1	....do		1	....do		
	3	Barcelona	2	Odessa	2	Ballast		2	Ballast		
			1	Galatz	1	....do		1	....do		
	1	Naples	1	Taganrog	1	....do		1	....do		
	2	Malta	2	Soulina	2	Malta stones and ballast		2	....do		
	3	Odessa	1	Malta	1	Wool		1	Wool		
			1	Antwerp	1	Linen		1	Linen		
			1	Falmouth	1	Barley		1	Barley		
	2	Cardiff	1	Galatz	1	Coal		1	Coal		
			1	Soulina	1	Coal		1	Coal		
	1	Newport	1	Kertch	1	Railroad machinery		1	Railroad machinery		
	2	England	1	Galatz	1	Coal		1	Coal		
			1	Gloubok	1	Ballast		1	Ballast		
	1	Smyrna	1	Smyrna	1	....do		1	Boxwood		
	1	Ibrail	1	Parano (?)	1	Corn		1	Corn		
	1	Gloubok	1	Oporto	1	Staves		1	Staves		
	35		35		35		$37,519 35	35			
SMYRNA.											
E. S. Offley.											
Quarter ended December 31, 1860.	5	In port	4	Boston	4			4	Figs, madder, roots, tobacco, gums, wool.	$145,650 00	Entered: 5 barks, 2 brigs—7, and 5 in port.
			1	New York	1			1	Wool, madder, roots, gums, figs, and raisins.	39,100 00	Cleared: 9 barks, 2 brigs—11, and 1 in port.
	3	Boston	1	Boston	1	Rum and domestics	27,000 00	1	Wool, gums, raisins, licorice, &c.	31,700 00	Agg'te tonnage entered: 2,463.

			1	Alicata, Sicily...	1	Powder, domestics, chairs, rum, &c.	36,000 00	1	Ballast		
			1	In port	1	Rum, brandy, flour, alcohol, powder, furniture, logwood, domestics, &c.	32,000 00	1	In port		
	1	New York	1	Messina	1	Rum and domestics	23,000 00	1	Ballast		
	2	Constantinople	1	New York	1	Ballast		1	Wool, gums, galls, sponges, raisins, figs, and boxwood.	44,700 00	
			1	Messina	1	Rum and logwood	9,000 00	1	Ballast		
	1	Venice	1	Boston	1	Ballast		1	Figs, raisins, gums, madder, wool, canary seed, roots, &c.	42,900 00	
	12		12		12		127,000 00	12		304,050 00	
Quarter ended March 31, 1861.	1	In port	1	Boston	1	Given last quarter		1	Rags, wool, gums, and emery stone.	18,000 00	Entered: 4 barks, and 1 in port. Cleared: 3 barks, 1 class not given, and 1 (bark) in port. Agg'te tonnage entered: 1,152.
	3	Boston	1	do	1	Rum, powder, and domestics	14,200 00	1	Ballast		
			1	Messina	1	Rum, alcohol, pepper, logwood, and gunpowder.	18,200 00	1	Wool, rags, licorice paste, and emery stone.	47,000 00	
			1	In port	1	Rum and domestics	6,000 00	1	In port		
	1	New York and Constantinople.	1	New York	1	Tobacco, domestics, tubs, &c.	11,000 00	1	Rags, wool, and sponges	6,500 00	
	5		5		5		49,400 00	5		71,500 00	
Quarter ended June 30, 1861.	1	In port	1	Boston	1	Reported last quarter		1	Rags, wool, gums, valonia, emery stone, currants, and berries.	26,200 00	Entered: 2 barks and 1 schooner, and 1 in port. Cleared: 3 barks and 1 schooner. Agg'te tonnage entered: 1,202.
	1	Boston	1	do	1	Rum, domestics, sugar, and logwood.	30,000 00	1	Rags, madder, wool, roots, gums, and yellow berries.	21,810 00	
	1	Boston and Constantinople.	1	Liverpool	1	Ballast		1	Valonia		
	1	Constantinople...	1	Cork	1	do		1	do		
	4		4		4		30,000 00	4		48,010 00	
Quarter ended September 30 1861.	4	Boston	1	Boston	1	Rum, alcohol, gunny cloth, sugar, domestics, logwood.	21,000 00	1	Wool, mustard-seed, gums, emery stone, terra umbra.	44,000 00	Entered: 7 barks and 1 schooner. Cleared: 7 barks, and 1 (sch'r) in port. Agg'te tonnage entered: 2,727.
			1	Constantinople...	1	Rum, alcohol, powder, and domestics.	33,000 00	1	Part of inward cargo	Unknowu.	
			2	In port	2	Rum, sugar, brandy, alcohol, domestics, and furniture.	45,800 00	2	In port		
	1	Boston, *via* Trieste	1	do	1	Ballast		1	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
TURKEY.											
SMYRNA.											
E. S. Offley.											
Quarter ended September 30, 1861—Cont'd.	1	New York and Malta.	1	Antwerp	1	Ballast, &c.....	.....	1	Inward cargo	.....	
	1	Constantinople...	1	Boston	1	Part homeward cargo.....	Unknown.	1	Wool, figs, and boxwood.....	$23,700 00	
	1	Zante	1	In port	1	Ballast	.....	1	In port	.....	
	8	.....	8	.....	8	.....	$99,800 00	8	....	67,700 00	
IONIAN ISLES.											
ZANTE.											
A. S. York.											
Quarter ended December 31, 1860.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	1	Corfu	1	Smyrna	1	Ballast	.....	1	Ballast	.....	Entered and cleared: 1 schooner. Agg'te tonnage entered; 265 and 75-95.
CORFU.											
Quarter ended December 31, 1860.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.

Quarter ended September 30, 1861.	2	Rio de Janeiro...	1	Trieste.....	1	2,024 bags coffee, and 2,875 dry hides.	65,500 00	1	Coffee and hides.....	44,000 00	Entered and cleared: 1 bark and 1 schooner.
			1	Zante.....	1	2,400 bags coffee, and 2,315 dry hides.	67,000 00	1	Ballast.....	.....	Agg'te tonnage entered: 655 and 75-95.
	2	.....	2	.....	2	.....	132,500 00	2	.....	44,000 00	
LIBERIA.											
MONROVIA.											
John Seys.											
Quarter ended December 31, 1860.	1	Leeward.....	1	New York.....	1	Not stated.....	.....	1	47,404 gallons palm oil, ivory, camwood, &c.	22,329 30	Entered: 1 ship, 3 barks, 2 brigs—6.
	1	Boston.....	1	.....	1	Dry goods, hardware, provisions, &c.	28,310 94	1	Ballast.....	.....	Cleared: 1 ship, 3 barks, 2 brigs.
	1	New York.....	1	Bassa.....	1	Dry goods, spirits, &c.....	4,540 15	1	Not stated.....	.....	Agg'te tonnage entered: 1,835 and 83-95.
	2	Baltimore.....	2	....do.....	2	Dry goods, provisions, gunpowder, tobacco, &c.	38,360 57	2	..do.....	.....	
	1	Bassa.....	1	Boston.....	1	Not stated.....	.....	1	19,713 gallons palm oil.....	9,195 86	
	6	.....	6	.....	6	.....	71,231 66	6	.....	31,525 16	
Quarter ended March 31, 1861.	1	Boston.....	1	Cape Mount.....	1	Provisions and dry goods.....	13,910 31	1	.....	.....	Entered: 3 ships, 2 barks, 3 brigs, 2 schooners—10.
	1	New York.....	1	Gold coast.....	1	No cargo landed.....	.....	1	Inward cargo.....	.....	Cleared: 3 ships, 1 bark, 3 brigs, 2 schooners—9, and 1 in port.
	1	Baltimore.....	1	Bassa.....	1	Provisions, powder, tobacco, dry goods, crockery, fish, &c.	25,121 54	1	In port.....	.....	Agg'te tonnage entered: 3,346.
	1	Junk (?).....	1	Baltimore.....	1	Light.....	.....	1	Sirup, coffee, ivory, camwood, cocoa, deer skins, &c.	17,297 32	
	5	Bassa.....	1	New York.....	1	Light.....	.....	1	Camwood, ivory, sugar, sirup, &c.	9,633 10	
			4	Bassa.....	4	Light.....	.....	4	Light.....	.....	
	1	Cape Mount.....	1	Junk.....	1	Light.....	.....	1	Light.....	.....	
	10	.....	10	.....	10	.....	39,031 85	10	.....	26,930 42	
Quarter ended June 30, 1861.	1	In port.....	1	Bassa.....	1	Reported before.....	.....	1	Yet on the coast.....	.....	Entered: 4 barks, 2 brigs, 1 schooner—7, and 1 in port.
	1	Boston.....	1	..do.....	1	Tobacco, powder, soda, brassware, raisins, candles, white lead, tea, palm oil, lard, crackers, sugar, soap, flour, butter, bacon, salt provisions, codfish, mackerel, herring, and dry goods.	11,168 47	1	....do.....	.....	Cleared: 2 barks, 1 brig—3, and 5 in port. Agg'te tonnage entered: 1,439.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
LIBERIA.											
MONROVIA.											
John Seys.											
Quarter ended June 30, 1861—Continued.	2	New York	1	Bassa	1	Salt provisions, flour, dry goods, brassware, tobacco, white sugar, powder, crockery, &c.	$22,000 00	1	Yet on the coast		
			1	Gaboon	1	No cargo landed		1	Inward cargo		
	4	Bassa	1	Palmas	1	Ballast		1	35,000 gallons palm oil	$11,666 66	
									66 tons camwood	3,960 00	
									20,000 lbs. sugar	600 00	
									Molasses	3,600 00	
			1	Bassa and Boston	1	Light		1	20,000 gallons palm oil	6,666 66	
									68 tons camwood	4,080 00	
									4 cwt. ivory	240 00	
									11,000 lbs. sugar	330 00	
									Molasses	90 00	
									1,000 lbs. gum-copal	100 00	
									Gold dust, &c	5,720 00	
			2	In port	2	Light		2	In port		
	8		8		8		33,168 47	8		37,053 32	
Quarter ended September 30, 1861.	3	In port	2	New York	2	Reported last quarter		1	Palm oil, 48,552 gallons	18,208 00	Entered: 3 barks, 2 brigs, and 2 schooners—7, and 3 in port.
									Camwood, 14 tons	1,120 00	
									Sugar, 1,800 pounds	900 00	Cleared: 4 barks, 3 brigs, and 1 schooner—8, and 2 in port.
									Coffee, 800 pounds	128 00	
									Molasses, 2,900 gallons	870 00	Agg'te tonnage entered: 1,294.
								1	Ballast		
			1	Bassa	1	do		1	do		
	1	Bangor	1	In port	1	Salt provisions, powder, wine, whiskey, cordage, shooks, sugar, cheese, &c.	5,000 00	1	In port		
	2	Boston	1	Palmas	1	Lumber, 23,500 feet; flour, butter, mackerel, &c.	3,677 00	1	Ballast		

			1	Bassa	1	Rum, dry goods, tobacco, provisions, powder, whiskey, brassware, &c.	16,040 83	1	....do		
	1	New York	1	Bassa	1	Dry goods and provisions	5,000 00	1	....do		
	1	Baltimore	1	In port	1	Provisions, dry goods, tobacco, and stores for liberated Africans.	24,575 89	1	In port		
	1	Cape Verd	1	Brazil	1	Lumber and provisions, not landed.		1	Inward cargo		
	1	Bassa	1	Boston	1	Ballast		1	Palm oil, 19,500 gallons	6,500 00	
	10		10		10		54,293 72	10		27,726 00	
MUSCAT.											
ZANZIBAR.											
W. G. Webb.											
Quarter ended December 31, 1860.	1	Cruising	1	Cruising	1	600 barrels sperm oil	24,000 00	1	Inward cargo	24,000 00	Entered: 5 barks, 1 brig, and 1 schooner—7.
	1	Mozambique	1	Mozambique	1	Horn, beans, specie	20,000 00	1	Powder, muskets, and sundries.	25,000 00	Cleared: 5 barks, 1 brig, and 1 schooner—7.
	1	Madagascar	1	Bombay	1	150 tons rice	4,000 00	1	Cloves and ivory	22,000 00	
	4	Muscat	2	Salem	2	Coffee, goat skins, senna, and dates.	48,700 00	2	Inward cargo and ivory, gum-copal, and peppers.	134,500 00	Agg'te tonnage entered: 1,955 and 42 95.
			2	Providence	2	Dates and specie	38,000 00	2	Part inward cargo, peppers, cloves, and ivory.	96,700 00	
	7		7		7		134,700 00	7		302,200 00	
Quarter ended March 31, 1861.	1	Salem	1	Adra	1	Domestics, 1,226 bales; powder, 1,000 kegs and 67 cases; specie, $3,700.	81,760 00	1	Part inward cargo, 400 bales domestics; cloves, 700 bales; and specie, $15,000.	43,900 00	Entered: 2 barks, 1 brig—3.
	1	Providence	1	Providence	1	Domestics, 947 bales; tobacco, 50 boxes; powder, 1,000 kegs; flour, 25 barrels; rosin, 100 barrels.	61,770 00	1	Cloves, 1,500 bales; ivory, 160 pieces; Scrivener's ivory, 65 pieces; hides, 4,000; and gum-copal, 600 bags.	46,150 00	Cleared: 2 barks, 1 brig—3. Agg'te tonnage entered: 1,029 and 13-95.
	1	Mozambique	1	Salem	1	Domestics, 199 bales and 7 cases; clocks, 30 cases; powder, 150 kegs and 8 cases; bread, 18 barrels; and flour, 7 barrels.	14,244 00	1	Ivory and Scrivener's ivory, 463 pieces; gum-copal, 1,025 bags; hides, 2,800; peppers, 84 bags.	56,600 00	
	3		3		3		157,774 00	3		146,650 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
MUSCAT.											
ZANZIBAR.											
W. G. Webb.											
Quarter ended June 30, 1861.	1	Salem.....	1	Salem, *via* Aden and Muscat.	1	Domestics, 750 bales; powder, 1,200 kegs; tobacco, 45 boxes.	$49,500 00	1	Part of inward cargo, viz: domestics, 150 bales; tobacco, 45 boxes.	$9,900 00	Entered and cleared: 3 barks.
									And gum-copal, 1,007 bags; hides, 4,000; cloves, 700 bags; coir yarns, 300 packages; Scrivener's ivory, 100 pieces; specie, $12,000.	39,032 00	Agg'te tonnage entered: 1,173 and 46-95.
	1	Providence, *via* Inhambane & Mos-Beh.	1	Providence	1	Domestics, 63 bales; muskets, 800; tobacco, 131 boxes, ivory, 370 pieces.	41,480 00	1	Part of inward cargo, viz: Ivory, 370 pieces.	33,600 00	
									And cloves, 340 bags; gum-copal, 500 bags; gum-copal, 59 cases; Scrivener's ivory, 125 pieces; hides, 9,800.	53,650 00	
	1	Aden.....	1	Salem, *via* Mozambique.	1	Coffee, 650 bales; senna, 136 bales; gum myrrh, 88 bales; hides, 13,000; Ebony, 50 tons; goat skins, 52,000.	61,730 00	1	Inward cargo	61,730 00	
									And hides, 16,800; goat skins, 4,000; gum-copal, 226 bags; gum-copal, 6 cases; gum myrrh, 23 bags; gum-arabic, 12 bags; ivory, 358 pieces; Scrivener's ivory, 173 pieces, tortoise shell, 4 cases.	65,108 00	
	3	.....	3	.....	3	.....	152,710 00	3	.....	263,020 00	
Quarter ended September 30, 1861.	1	Salem.....	1	Muscat.....	1	Domestics, 1,070 bales; sugar, 50 boxes; flour, 50 barrels; bread, 100 barrels; muskets, 1,000; powder, 2,450 kegs, &c.	74,000 00	1	Part inward cargo.....	35,000 00	Entered and cleared: 2 barks.
									Specie	10,000 00	Agg'te tonnage entered: 761 and 84-95.
	1	Cruise	1	Cruise	1	Sperm oil, 200 barrels	9,000 00	1	Inward cargo	9,000 00	
	2	.....	2	.....	2	.....	83,000 00	2	.....	54,000 00	

SIAM.

BANGKOK.

J. H. Chandler.

Quarter ended March 31, 1860.	3	Singapore	2	Hong Kong	1	Wine, beer, porter, ale, paper, and liquor.	3,000 00	1	Teak plank, and timber, 248 piculs.	4,000 00	Entered and cleared: 3 ships, bark, 2 schooners—6.
					1	Ballast		1	Rice, 25,920 piculs; sapan-wood, 529 piculs.	37,282 20	Agg'te tonnage entered: 3,047.
			1	New York, *via* Singapore.	1	Marine stores, wine, liquor, beer, hardware, and furniture.	1,960 00	1	(To New York,) machinery...	33,900 00	
									(To Sigapore,) hams, champagne, beer, hides, brandy, rice, 5,500 piculs; sapan-wood, 3,028 piculs.	10,152 00	
	3	Hong Kong	2	Hong Kong	2	Specie	27,000 00	2	Rice, 13,448 piculs; sapan-wood, 1,958 piculs.	19,803 60	
			1	Singapore	1	....do..	1,000 00	1	Rice, 1,608 piculs; sapan-wood, 350 piculs.	2,112 00	
	6		6		6		32,960 00	6		107,249 80	
Quarter ended June 30, 1860.	11	Hong Kong	11	Hong Kong	6	Specie	114,161 00	11	Rice, 163,567 piculs; sapan-wood, 1,453 piculs; paddy, 1,190 piculs.	306,382 20	Entered and cleared: 10 ships and 1 bark.
						4 cases wine and 1 case silk..	200 00				Agg'te tonnage entered: 9,220.
					5	Ballast					
	11		11		11		114,361 00	11		306,382 20	
Quarter ended September 30, 1860.	1	New York, *via* Singapore.	1	Hong Kong	1	Machinery	4,500 00				Entered and cleared: 2 ships, 2 barks—4.
						304 pieces spelter, 125 bales drills, 2 casks copper, 120 kegs paints, 30 cases oil, and piano forte.	12,318 00	1	Rice, 2,977 piculs; sapan-wood, 20 piculs.	3,420 60	Agg'te tonnage entered: 3,063.
	1	Singapore	1	....do	1	Coal	2,250 00	1	Rice, 4,600 piculs; teak plank, 88 piculs; claret, 178 cases; books, 1 case.	11,100 00	
	2	Hong Kong	2	Hong Kong	1	Machinery	20,000 00	2	Rice, 47,880 piculs; sapan-wood, 301 piculs.	53,017 20	
					1	Specie	10,000 00				
						5 cases merchandise					
	4		4		4		49,068 00	4		67,537 80	
Quarter ended December 31, 1860.	1	Buenos Ayres	1	Singapore	1	Ballast		1	Sugar..... 1,108 piculs.	7,800 00	Entered: 6 ships.
									Rice..... 1,800 piculs.	3,000 00	Cleared: 5 ships, and 1 in port.
									Sapan-wood... 840 piculs.	780 00	Agg'te tonnage entered: 3,767.
	2	Hong Kong	2	Hong Kong	2	38,500 mat bags	1,480 00	2	Rice..... 30,900 piculs.	43,714 80	
						Mexican dollars	28,850 00		Sapan-wood... 101 piculs.	155 85	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
SIAM.											
BANGKOK.											
J. H. Chandler.											
Quarter ended December 31, 1860—Cont'd.	2	Hong Kong	2	Hong Kong	.....	.....	.....		Teak plank.... 17 pieces.	$70 20	
					1	Ballast	.....	1	Rice..... 15,100 piculs.	17,969 20	
									Sapan-wood... 67 piculs.	85 80	
			1	In port	1	16,000 mat bags.....	$600 00	1	In port	.....	
						Mexican dollars.....	5,000 00				
	1	Manilla	1	Hong Kong.....	1	Not stated.....	....	1	Rice..... ..... 15,500 piculs.	25,200 00	
	6	.....	6	.....	6	.....	35,930 00	6	.....	98,775 85	
Quarter ended March 31, 1861.	1	In port	1	Hong Kong.....	1	Reported before.....	.....	1	Rice, 11,200 piculs; teak plank, 10 pieces: sapan-wood, 130 pieces.	18,289 20	Entered: 9 ships, 4 barks—13, and 1 in port.
	13	Hong Kong	1	Whampoa.....	1	Ballast	.....	1	Rice, 16,400 piculs	29,108 00	Cleared: 7 ships, 3 barks—10, and 4 in port.
			8	Hong Hong.....	12	480 tons coal.....	3,360 00	8	Rice, 76,340 piculs	102,705 00	Agg'te tonnage entered: 8,375.
						47 cases tobacco	1,040 00		White rice, 13,500 piculs	} 19,625 00	
						32 sheets copper..... ...	67 50		Teak wood, 12 pieces		
						18,000 mat bags.....	700 00		Paddy, 948 piculs.....	727 20	
						Marine stores.....	2,795 00		Sapan-wood, 702 piculs.....	1,062 00	
						Personal effects and sundries..	1,603 12		Rosewood	1,129 80	
						Specie.....	133,000 00		Teakwood.	864 60	
			4	In port	.....	....	.....	4	In port	.....	
	14	.....	14	.....	14	.....	142,565 62	14	.....	173,510 80	
Quarter ended June 30, 1861.	4	In port	4	Hong Kong.....	4	Already reported.....	.....	4	Rice. 64,400 pic'ls; teak plank, 12 pieces.	104,623 00	Entered: 7 ships, 1 bark, 1 brig—9, and 4 in port.
	7	Hong Kong	7	....do....	7	16 boxes specie, 4 bales matting, 20,000 rice bags, 10 cases wine, 148 bales crockery, 5 chests opium, 1 box stationery.	65,500 00	7	Rice, 62,317 piculs; paddy, 1,377 piculs; sapan-wood, 2,845 piculs; teak timber, 221 pieces; teak plank, 145 pieces; taken timber, 14 pieces; 40 wooden knees.	96,319 20	Cleared: 10 ships, 2 barks, 1 brig—13. Agg'te tonnage entered: 5,149.

	1	Melbourne	.	....do.....	1	Ballast	.....	1	Rice ..... 11,742 piculs.	8,863 28	
	1	Shanghai.	1	....do.....	1	....do.....	.....	1	Rice ..... 23,977 piculs.	23,400 00	
	13	.....	13	.....	13	....	65,500 00	13	....	233,205 48	
Quarter ended September 30, 1861.	1	Macao	1	Falmouth (for orders.)	1	20,000 mat bags.....	700 00	1	White sugar... 6,000 piculs.	28,680 00	
									Brown sugar .. 7,000 piculs.	53,443 80	
									Sapan-wood. . 722 piculs.	660 00	
									Yellow-wood.. 289 piculs.	433 80	
									Box-wood ..... 295 piculs.	265 20	
									Buffalo hides.. 513 piculs.	2,514 60	
									Deer skins..... 66 piculs.	305 40	
									Cow hides..... 220 piculs.	1,586 40	
									Buffalo horns.. 212 piculs.	1,596 00	
									Deer horns.... 51 piculs.	177 00	
									Cotton ..... 26 piculs.	258 20	
									Pepper ... . 6 piculs.	42 00	
									Teak plank....	253 20	
									Rice ..... 940 piculs.	1,128 00	
	3	Singapore	3	Hong Kong.....	3	Wine and provisions, 27 cases.	2,620 00	3	Rice ..... 47,000 piculs.	48,420 00	128,663 exports in piculs equal to 8,041 tons.
						Cartridges, personal effects, and sundries.	Not known.		Till-seed ..... 395 piculs.	1,056 00	
									Sapan-wood... 200 piculs.	300 00	
	5	Hong Kong.....	5	....do.....	1	10,000 mat bags.....	600 00	5	Rice .... 64,628 piculs	84,673 20	NOTE.—Thus the picul is here reckoned at 140 pounds avoirdupois, whereas its equivalent is usually considered 133⅓ avoirdupois..
					2	Specie	17,000 00		Sapan-wood ... 50 pieces ...	38 00	
					2	Ballast	.....		Teak timber... 88 pieces ...	494 40	
									Teak plank.... 541 feet	262 80	
									Ships braces... 50 pieces...		
									Teak timber... 57 pieces...	2,446 40	
									Teak plank.... 153 pieces...		
	9	.....	9	.....	9	.....	20,920 00	9	.....	229,034 40	
CHINA.											
AMOY.											
Thomas H. Hyatt.											
Quarter ended December 31, 1860.	2	In port	1	Hong Kong.....	1	.....	.....	1	Ballast	.....	Entered: 3 ships, 3 barks, and 1 brig—7, and 2 in port.
			1	Taushwuy.....	1	.....	.....	1	Tiles, crockery, yarn, shirtings, camlets, goss paper, medicine, &c.	1,220 00	Cleared: 3 ships, 3 barks, and 1 brig—7, and 2 in port.
	2	Hong Kong.....	2	New York.....	2	Ballast	.....	2	Tea, 36,668 packages.....	257,500 00	Agg'te tonnage entered: 5,092 and 93-95.
	1	Formosa	1	Wanchau	1	Coal and salt fish	2,300 00	1	Salt, Beche de Mer, sugar, and ratans.	860 00	
	1	Shanghai.....	1	Hong Kong.....	1	Cotton, 2,850 bales	42,750 00				
						Tea, 49 packages.....	343 00	1	Ballast	.....	
						Nankeens, 4 packages	480 00				
						Merchandise, 9 packages.....	1,800 00				

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHINA.											
AMOY.											
Thomas H. Hyatt.											
Quarter ended December 31, 1860—Cont'd.	2	Shanghai	2	In port	2	Cotton, 200 bales	$30,000 00				
						Woollens	1,615 50				
						Merchandise, 10 cases.....	2,000 00	2	In port	.....	
						Bean cakes, 5,500.....	6,000 00				
						T. cloths, 15 bales	600 00				
	1	Chinchew	1	Wanchau	1	Not stated	.....	1	Inward cargo	.....	
	9	.....	9	.....	9	.....	87,888 50	9	.....	$259,580 00	
Quarter ended March 31, 1861.	2	In port	1	New York.....	1	Before reported	.....	1	Tea, 14,655½ packages.....	146,500 00	Entered: 1 ship, 2 barks, and 1 brig—4, and 2 in port.
			1	Singapore	1	....do.....	.....	1	Tea, tin, vermilion, tiles, bags, &c.	27,240 00	Cleared: 2 ships, 1 bark, and 1 brig—4, and 2 in port.
	1	Wanchau	1	Hong Kong	1	2,600 piculs rice	7,000 00	1	Ballast	.....	Agg'te tonnage entered: 1,405 and 79-95.
	2	Shanghai.....	1	Shanghai	1	Ballast	.....	1	Sugar, 4,090 bags; tobacco, 437 baskets; sandal-wood, and sundries.	23,700 00	
			1	In port	1	Cotton, 1,200 bales; domestics 150 bales.	14,000 00	1	In port	.....	
	1	Somabaya.....	1	....do.....	1	Oil-cake, 9,600 piculs; hide cuttings, sundries, and dried pork.	39,680 00	1	....do.....	.....	
	6	.....	6	.....	6	.....	60,680 00	6	.....	197,440 00	
Quarter ended June 30, 1861.	2	In port	1	Hong Kong.....	1	Before reported	.....	1	Copper, copper bolts, &c., 113 packages.	6,000 00	Entered: 2 barks and 1 brig—3, and 2 in port.
									84 bags copper cash.....	1,300 00	Cleared: 3 barks and 2 brigs—5.
									8 bales English goods	3,000 00	Agg'te tonnage entered: 880 and 26-95.
			1	Shanghai	1	....do.....	.....	1	Sugar, 7,004 piculs	28,016 00	
									Sugar candy, 245 piculs	1,960 00	
	1	Chi-Foo	1	....do.....	1	55 bales silk	5,755 00	1	Brown sugar, 2,953 baskets..	17,040 00	

						45 packages vermicelli	263 00		Sugar candy, 66 baskets	240 00	
						6,610 packages merchandise	7,054 00		Iron and tobacco	400 00	
	1	Sourabaya	1	do	1	Edible birds' nests, 8 boxes	344 42	1	Treasure	3,709 00	
						Oil cake, 4,900 piculs	8,000 00		Tiles, 5,767	100 00	
						Ratans, seeds, hide cuttings, and sundries.	500 00		Bags, 600 bales	1,470 00	
	1	Chin-Chew	1	Hong Kong	1	Ballast		1	Sugar candy, 800 tubs	5,600 00	
									Copper cash, 125 bags	1,937 50	
									Stores, 52 packages	520 00	
									Birds' skins, 155 boxes	155 00	
									Copper, 53 packages	2,250 00	
	5		5		5		21,916 42	5		73,697 50	
Quarter ended September 30, 1861.	1	Boston	1	Fuhchau	1	Timber, 384 tons	5,180 00				
						Lead, 1,494 pigs	9,200 00				
						Ice, 240 tons	533 72				
						Cement, 200 bbls	193 00				
						Flour, 100 bbls	680 00				
						Chairs, 160 cases	1,400 00	1	699 pigs lead	3,600 00	Entered: 2 ships and 1 bark—3.
						Tar, 50 bbls., and pitch, 50 bbls.	150 00		10,586 piculs salt	1,100 00	Cleared: 1 ship and 1 sold—2.
						Drills, 25 bales	2,500 00				Agg'te tonnage entered: 1,495 and 75-95.
						Blocks, 40 cases	1,200 00				
						20 packages merchandise, and 32 packages stores.	3,620 00				
						One bowling alley	140 00				
	1	Hong Kong	1	Condemned and sold.	1	Saltpetre, 298 bags	5,400 00				
						Rice, 12,361 bags	20,500 00				
						98 drums, $40; guns, 56, $3,800	3,840 00	1	Sold		
						Merchandise and sundries, 515 packages.	5,150 00				
	1	Ninchwang	1	In port	1	Peas, 3,000 packages	10,800 00	1	In port		
	3		3		3		70,486 72	3		4,700 00	
FOO-CHOO. *S. L. Gouverneur, jr.*											
Quarter ended December 31, 1860.	3	Hong Kong	3	New York	3	Ballast		3	Tea, 2,104,300 lbs	$603,280 00	Entered: 7 ships, 2 barks, and 2 brigs—11.
	1	Ningpo	1	Shanghai	1	Chinese cargo	$15,905 00	1	Chinese cargo	11,600 00	
	7	Shanghai	4	New York	4	Cotton, woollens, lead, drills, glass, tobacco, &c.	179,382 00	4	Tea, 2,591,300 lbs	834,500 00	Cleared: 6 ships, 2 barks, and 1 brig—9, and 2 in port.
			1	Shanghai	1	Cottons, cloth, coal, tobacco	40,000 00	1	Chinese cargo	5,090 00	Agg'te tonnage entered: 7,977.
			2	In port	2	Tin, nankeens, and Chinese goods.	22,938 00	2	In port		
	11		11		11		258,225 00	11		1,454,470 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHINA.											
FOO-CHOO.											
S. L. Gouverneur, jr.											
Quarter ended March 31, 1861.	2	In port	1	New York	1	Before reported		1	805,900 lbs. tea	$169,700 00	Entered: 1 ship, 1 bark, 2 brigs—4, and 2 in port.
			1	Ningpo	1	do		1	Chinese goods	10,612 00	
	4	Shanghai	2	Shanghai	1	Nankeens, furniture, &c	$100,000 00	1	Lumber and spars	800 00	Cleared: 1 ship, 1 bark, 3 brigs—5, and 1 in port
			1	London	1	Ballast		1	In port		
			1	Ningpo	1	Sea-weed, nankeens, and silk	17,000 00	1	543,000 lbs. tea	92,000 00	Agg'tg tonnage entered: 2,302.
					1	Nankeens, beans, &c	31,790 00	1	Crockery and sugar cane	28,500 00	
	6		6		6		148,790 00	6		301,612 00	
Quarter ended June 30, 1861.	1	In port	1	Shanghai	1	In former return		1	Lumber and spars	2,600 00	Entered: 2 ships, 1 bark, and 1 brig, and 1 in port.
	1	Ningpo	1	Tientsin	1	Bean cake, &c	5,984 00	1	Treasure, &c	7,000 00	
	2	Hong Kong	1	Australia	1	Paper, fish, mats, &c	3,000 00	1	Tea, 156,500 lbs	30,000 00	Cleared: 1 ship, 1 bark, and 1 brig, and 2 in port.
			1	In port	1	Rice, 17,205 bags	Unknown	1	In port		
	1	Shanghai	1	do	1	Nankeens and bean cake	121,500 00	1	do		Agg'te tonnage entered: 1,638.
	5		5		5		130,484 00	5		39,600 00	
Quarter ended September 30, 1861.		No return									No return.
NINGPO.											
George W. Fish, (Acting Consul.)											
Quarter ended December 31, 1860.	23	Shanghai	22	Shanghai	22	Cotton, raw	1,254 00	22	Cotton	5,823 00	Entered: 1 steamer, 4 brigs, 1 lugger, 4 lorcha, 20 boats—27.
						Cotton drills	24,840 00		Tea	63,390 00	
						Cotton goods	12,540 00		Felt	2,745 00	Cleared: 1 steamer, 4 brigs, 1 lugger, 1 lorcha, 20 boats—27.
						Cotton cloth, &c	12,611 00		Tallow	9,289 00	
						Felt	21,660 00		Tobacco	2,907 00	Agg'te tonnage entered: 2,312.
						Dates, $900; alum, $50	950 00		Silk	10,400 00	
						Iron, $1,350; steel, $4,500	5,850 00		Drugs, $701; fruits, $192	893 00	
						Sea-weed	1,320 00		Nankeen	5,400 00	

					Bean cake	550 00	.....	Paper	1,680 00	
					Beche de mar	200 00	.....	Cigars	1,160 00	
					Drugs, $1,694; indigo, $355	2,049 00	.....	Dried oranges	102 00	
					Lead, $1,132; ebony, $230	1,360 00	.....	Hemp	420 00	
					Charcoal	190 00	.....	Hams	1,550 00	
					Sundries	150 00	.....	Sundries	10,681 00	
		1	Hong Kong	1	Opium	5,600 00	1	Ham and peas	950 50	
					Tobacco	250 00	.....	Matting, &c	9,271 00	
					Cotton, raw	165 00	.....	Wool and blankets	1,355 75	
					Cotton drills	400 00	.....	Silk	8,500 00	
					Ebony	80 00	.....	Tea	1,400 00	
2	Foo-Choo	1	Chin Kang	1	Ballast	.....	1	Charcoal, paper, and cigars	165 00	
								Sugar	460 00	
		1	Wan Chu	1	....do	.....	1	Cotton	480 00	
								Cotton cloth	2,312 00	
								Chinese caps	40 00	
								American drills	240 00	
								Medicine, seed, &c	444 00	
								Fish and sago	362 00	
								Paints	190 00	
1	Chin Kang	1	Shanghai	1	Cigars, &c	190 00	1	Sundries	200 00	
1	Chusan	1	....do	1	Ballast	.....	1	Not stated	.....	
27	.....	27	.....	27	.....	92,209 00	27	.....	142,810 25	
Quarter ended March 31, 1861.	1	Yang Trekay	1	Not stated	1	Rice	1,974 00	1	Ballast	.....	Entered: 2 steamers, 2 brigs, 1 schooner, 20 boats—25.
	2	Foo-Choo	1	Foo-Choo	1	Chinese paper	28,500 00	1	Bean cake, tallow, drugs	24,000 00	
			1	Not stated	1	Sundries	12,000 00	1	1,667 boxes tea	2,333 00	Cleared: 2 steamers, 2 brigs, 1 schooner, 18 boats—23, and 2 in port.
	22	Shanghai	2	In port	2	Cloth and drugs	7,365 00	2	In port	.....	
			20	Shanghai	20	Cotton, rice, opium, sea-weed, isinglass, beans, coal, tallow, salt fish, and sundries.	102,511 00	20	Tea, silk, indigo, paper, cotton, cloth, alum, drugs, fruit, Chinese merchandise.	606,857 00	Agg'te tonnage entered: 2,357.
	25	.....	25	.....	25	.....	152,350 00	25	.....	633,190 00	
Quarter ended June 30, 1861.	2	In port	2	Not stated	2	In former return	.....	2	Drugs, shoes, cloth, and paper.	866 00	Entered: 3 barks, 1 brig, 1 sch'r, 24 boats—29, and 2 in port.
	24	Shanghai	21	Shanghai	21	Cloth, drills, cotton, iron, and general merchandise.	70,547 00	21	Paper, oil, drugs, cloth, timber, green tea, and sundries.	32,184 00	
			3	In port	3	General merchandise	8,560 00	3	In port	.....	Cleared: 3 barks, 1 brig, 1 sch'r, 23 boats—28, and 3 in port.
	2	....do	2	Foo-Choo	2	Opium and sundries	17,000 00	2	Green tea and cotton	34,700 00	Agg'te tonnage entered: 1,568.
	2	Hong Kong	2	Shanghai	2	Sandal wood and general Chinese cargo.	31,850 00	2	Green tea and paper	34,800 00	
	1	Chin-Chew	1	....do	1	Sugar and fruit	21,270 00	1	Drugs, &c.	150 00	
	31	.....	31	.....	31	.....	149,227 00	31	.....	102,700 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHINA.											
NINGPO.											
George W. Fish, (Acting Consul.)											
Quarter ended September 30, 1861.	3	In port	3	Shanghai	3	In last quarter		3	Paper, teas, medicine, &c.	$5,078 00	Entered: 3 steamers, 1 bark, and 16 boats—20, and 3 in port.
	20	Shanghai	19	do	10	Chinese tobacco, medicine, and general merchandise.	$51,841 00	19	Tea, silk, paper, medicine, sea-weed, mats, &c.	118,196 00	Cleared: 3 steamers, 1 bark, and 19 boats—23.
					9	Ballast					
			1	Han Kow	1	do		1	do do.	16,000 00	Agg'te tonnage entered: 1,534.
	23		23		23		51,841 00	23		139,374 00	
SHANGHAI.											
W. L. G. Smith.											
Quarter ended December 31, 1860.	18	In port	2	New York	2	Reported last quarter		2	Not reported		Entered: 4 steamers, 17 ships, 18 barks, 5 brigs, 6 schooners, 17 small coasting vessels—67, and 18 in port.
			1	San Francisco	1	do		1	do		
			1	Bombay, *via* Singapore.	1	do		1	do		
			1	Foo-Choo	1	do		1	do		Cleared: 4 steamers, 26 ships, 15 barks, 5 brigs, 5 schooners, and 19 small vessels—74, and 11 in port.
			1	Swatow	1	do		1	do		
			4	Hong Kong	4	do		4	do		
			2	Ningpo	2	do		2	do		
			1	"North"	1	do		1	do		Agg'te tonnage entered: 28,438.
			5	Unknown	5	do		5	do		
	1	Boston	1	Foo-Choo	1	Not reported		1	do		
	4	New York	1	Amoy	1	do		1	do		
			2	Foo-Choo	2	do		2	do		
			1	Singapore	1	do		1	do		
	4	San Francisco	1	San Francisco, *via* Kanagawa.	1	do		1	do		
			1	Amoy	1	do		1	do		
			1	Swatow	1	do		1	do		
			1	Unknown	1	do		1	do		
	4	Liverpool	1	"North"	1	do		1	do		
			1	Unknown	1	do		1	do		
			2	In port	2	do		2	In port		
	1	Cardiff	1	"North"	1	do		1	Not reported		
	1	Sidney	1	In port	1	do		1	In port		
	1	Amoor River	1	Unknown	1	do		1	Not reported		

1	Foo-Choo	1	Foo-Choo	1	Tea, and not reported		1	do	
1	Swatow	1	In port	1	Not reported		1	In port	
7	Kanagawa	1	Kanagawa	1	do		1	Not reported	
		1	New York	1	do		1	do	
		1	Japan	1	do		1	do	
		1	Ningpo	1	do		1	do	
		1	Foo-Choo	1	do		1	do	
		1	Unknown	1	do		1	do	
		1	In port	1	do		1	In port	
2	Hakodadi	1	New York	1	do		1	Not reported	
		1	Japan	1	do		1	do	
6	Hong Kong	2	Hong Kong	2	Not reported		2	do	
		1	Foo-Choo	1	do		1	do	
		3	In port	3	do		3	In port	
10	"North"	1	Hong Kong and Whampoa	1	do		1	Not reported	
		1	Amoy & Hong Kong	1	do		1	do	
		1	Ningpo	1	do		1	do	
		1	Tangchow	1	do		1	do	
		1	Hong Kong	1	do		1	do	
		2	Unknown	2	do		2	do	
		3	In port	3	do		3	In port	
4	Nagasaki	3	Nagasaki	3	do		3	Not reported	
		1	Amoor river	1	do		1	do	
20	Ningpo	20	Ningpo	20	1,218 chests and 1,004 boxes green tea, 217 bags brown sugar, 176 pkgs. tallow, 31 baskets fruits, 20 pkgs. chow-chow, 23 bdls. brooms, 5 cases orange peel, 391 bdls. paper, 3 cases tobacco, 479 pkgs. tobacco leaf and stems, 3 bags curry powder, 5 cases dates, 50 bales and baskets dried bamboo, 35 bdls. umbrellas, 14 baskets nuts, 42 baskets sugar candy, 2 baskets fish, 82 pkgs. melon seed, 20 boxes water-lily seed, 20 bags walnuts, 48 bags joss-paper, 4 bags sapan-wood, 970 feet plank, 925 pieces short spars, 19 pkgs. hams, 60 pkgs. hemp, 2 pkgs. gypsum, 260 bags alum, 165 bags white oil, 253 baskets oil, 8 pkgs. shrimps, 10 tubs siensing, 70 pkgs. dyed stuffs, 135 baskets charcoal, 44 baskets chestnuts, 262 pkgs. medicines, &c.		20	do	
85		85		85			85		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHINA.											
SHANGHAI. *W. L. G. Smith.*											
Quarter ended March 31, 1861.	11	In port	3	New York	3	In former return		3	Not reported		Entered: 3 steamers, 9 ships, 14 barks, 4 brigs, 5 schooners, 17 coasting vessels—52, and 11 in port.
			1	Singapore	1	do		1	do		
			1	Hong Kong, *via* Whampoa.	1	do		1	do		
			1	Kanagawa	1	do		1	do		Cleared: 3 steamers, 10 ships, 15 barks, 4 brigs, 5 schooners, 15 small coasters—52, and 11 in port.
			1	Foo-Choo	1	do		1	do		
			1	Nagasaki	1	do		1	do		
			1	Japan	1	do		1	do		
			1	Not stated	1	do		1	do		Agg'te tonnage entered: 15,833.
			1	Ningpo	1	do		1	do		
1	New York	1	Nagasaki	1	Not reported		1	do			
1	San Francisco	1	Kanagawa	1	do		1	do			
1	Liverpool	1	Saigon	1	Coal		1	do			
1	Cardiff	1	Kanagawa	1	Coal		1	do			
12	Nagasaki	6	Nagasaki	6	Not reported		6	do			
		1	Amoy	1	do		1	do			
		1	Ningpo	1	do		1	do			
		1	Kankow	1	do		1	do			
		1	Not stated	1	do		1	do			
		2	In port	2	do		2	In port			
2	Hakodadi	1	do	1	do		1	do			
		1	Kanagawa	1	do		1	Not reported			
1	Australia	1	In port	1	do		1	In port			
1	Amoy	1	do	1	do		1	do			
1	Swatow	1	do	1	do		1	do			
1	Taku	1	do	1	do		1	do			
2	Foo-Choo	1	Kanagawa	1	do		1	Not reported			
		1	Nagasaki	1	do		1	do			
2	"North"	1	Amoy	1	do		1	do			
		1	Hong Kong, *via* Whampoa.	1	do		1	do			
1	Tientsin	1	Not stated	1	do		1	do			
2	Kanagawa	1	Tientsin	1	do		1	do			
		1	In port	1	do		1	In port			

4	Hong Kong.....	2	Hong Kong.....	2	....do.....	....	2	Not reported.....	.....	
		1	Ningpo.....	1	....do.....	....	1	....do.....	....	
		1	In port	1	....do.....	....	1	In port	.....	
19	Ningpo.....	16	Ningpo.....	19	308 baskets tobacco, 41 pkgs. tobacco leaf, 31 cases chow-chow, 3,333 short spars, 898 pieces and 1,252 feet plank, 898 pieces timber, 1,205 pieces short timber, 900 pieces middle timber, 356 bundles paper, 31 bags alum, 377 baskets charcoal, 26 baskets flour, 65 bdls. mats, 29 bags walnuts, 6 baskets chestnuts, 170 baskets chunam, 150 bags dates, 20 bdls. fish skins, 193 pkgs. medicines, 15 bags melon seed, 35 tubs water-lily seed, 78 baskets and 110 bags oil, 99 baskets bamboo, 100 sacks green peas, 43 pkgs. dyed stuff, 20 bags plums, 60 tubs oranges, 24 boxes indigo, 10 rolls matting, 69 pieces furniture, 20 tubs ice fish, 4 boxes red rice, 4 bags cinnamon, &c.		17	Not reported.....	.....	
		1	Nagasaki.....				2	In port.....	.....	
		2	In port							
63	.....	63	.....	63	.....	.....	63	.....	.....	
Quarter ended June 30, 1861.	11	In port	1	New York.....	1	In last quarter.....	1	Not reported.....	.....	Entered: 3 steamers, 10 ships, 21 barks, 3 brigs, 9 schooners, 40 coasting vessels—86, and 11 in port. Cleared: 3 steamers, 8 ships, 19 barks, 4 brigs, 9 schooners, 41 small coasting vessels—84, and 13 in port. Agg'te tonnage entered: 20,281.
			1	Swatow.....	1	....do.....	1	....do.....	.....	
			1	Saigon	1	....do.....	1	....do.....	.....	
			2	Ningpo	2	....do.....	2	....do.....	.....	
			2	Nagasaki.....	2	....do	2	....do.....	.....	
			1	Hakodadi.....	1	....do.....	1	....do.....	.....	
			1	Hong Kong.....	1	....do.....	1	....do.....	.....	
			1	Che-foo	1	....do	1	....do.....	.....	
			1	Not stated.....	1	....do.....	1	....do.....	.....	
	3	New York.....	1	Che-foo	1	Not reported	1	....do.....	.....	
			2	In port	2	....do.....	2	In port.....	.....	
	1	San Francisco...	1	Tientsin.....	1	....do.....	1	Not reported.....	.....	
	1	Newcastle.....	1	In port	1	....do.....	1	In port.....	.....	
	1	Saigon	1	Kanagawa.....	1	....do	1	Not reported.....	.....	
	1	Hakodadi.....	1	Tientsin.....	1	....do	1	....do.....	.....	
	1	Kankow	1	Kankow.....	1	....do.....	1	....do.....	.....	
	1	Tientsin.....	1	Nagasaki.....	1	... do.....	1	....do.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHINA.											
SHANGHAI.											
W. L. G. Smith.											
Quarter ended June 30, 1861--Continued.	2	Tientsin.....	2	In port	2	Not reported.....	.....	2	In port.....	.....	
	1	Whampoa	1	Tientsin.....	1	....do.....	.....	1	Not reported.....	.....	
	1	Kanagawa.....	1	Kanagawa	1	....do	.....	1	....do.....	.....	
	1	Che-foo	1	Tientsin.....	1	....do.....	.....	1	....do.....	.....	
	8	Hong Kong.....	1	Swatow	1	.... do	.....	1	.... do.....	.....	
			1	Kanagawa	1	... do.....	.....	1	....do.....	.....	
			1	Chin-Keang	1	....do.....	.....	1	...do.....	.....	
			1	Nagasaki	1	....do.....	.....	1	.... do.....	.....	
			1	Tientsin.....	1	....do.....	.....	1	....do.....	.....	
			1	Japan.....	1	.... do.....	.....	1	.... do.....	.....	
			2	In port	2	.. do.....	.....	2	In port.....	.....	
	3	Amoy	1	Foo-Choo	1	....do.....	.....	1	Not reported.....	.....	
			1	Che-foo	1	....do.....	.....	1	....do	.....	
			1	In port	1	.. do.....	.....	1	In port.....	.....	
	7	.....	3	Nagasaki.....	3	....do.....	.....	3	Not reported.....	.....	
			1	Hong Kong.....	1	... do.....	.....	1	....do	.....	
			1	Tientsin.....	1	... do.....	.....	1	....do.....	.....	
			2	In port	2	....do.....	.....	2	In port.....	.....	
	1	Foo-Choo.....	1	Hong Kong.....	1	... do	.....	1	Not reported.....	.....	
	6	Not reported.....	1	Tientsin.....	1	....do.....	.....	1	....do.....	.....	
			2	Chan-Keang.....	2	....do.....	.....	2	....do.....	.....	
			3	Kankow	3	....do.....	.....	3	....do.....	.....	
	2	Swatow.....	1	Japan	1	....do.....	.....	1	....do	.....	
			1	In port	1	....do.....	.....	1	In port	.....	
	1	Chin-Kiang.....	1	Ningpo	1	... do.....	.....	1	Not reported.....	.....	
	3	Yangtsye River..	3	Kankow	3	....do.....	.....	3	....do.....	.....	
	1	Neu-Chawng	1	Neu-Chawng ..	1	....do.....	.....	1	....do	.....	
	40	Ningpo	34	Ningpo	27	5,936 pieces timber, 1,560 pieces short timber, 1,251 pieces plank, 1,338 short spars, 201 baskets tobacco, 60 bags tobacco leaf, 60 bags stems, 28 bags pepper, 48 baskets turmeric, 21 tubs	.....	.....	.....	.....	

						dates, 5 boxes seaweed, 86 bags melon seed, 870 pkgs. oil, 100 tubs and 10 baskets paint oil, 80 bdls. mats, 206 baskets charcoal, 106 bdls. umbrellas, 846 pieces stone, 57 bdls. silvered paper, 4,866 bdls. coarse paper, 700 bags alum, 62 bags joss paper, 590 pkgs. medicine, 36 tubs lily seed, and sundries.				
		7	Not reported							
		2	Kan-Kow	2	250 bags alum, 129 pkgs. medicine, 10 pkgs. tallow, 240 bdls. paper, 53 boxes tobacco, 57 baskets tobacco leaf, and sundries.					
		1	Nagasaki	1	Not reported					
		1	New York	1	...do					
		2	In port	2	293 pkgs. tea, 938 bdls. paper, 85 bdls. nankeens, 10 baskets medicine, 7 pkgs. silk, 60 pkgs. personal effects, and sundries.					
97		97		97			97			
Quarter ended September 30, 1861.	13	In port	1	New York	1	Last quarter		1	Not reported		Entered: 22 steamers, 15 ships, 22 barks, 6 brigs, 13 schooners, 31 small coasting vessels—109, and 13 in port.
			2	Ningpo	2	....do		2	...do		Cleared: 21 steamers, 12 ships, 22 barks, 6 brigs, 14 schooners, 23 small coasting vessels—98, and 24 in port.
			3	Kanagawa	3	....do		3	....do		Agg'te tonnage entered: 33,207.
			1	Tientsin	1	....do		1	....do		
			2	Nagasaki	2	....do		2	....do		
			1	Hong Kong	1	...do		1	....do		
			1	Foo-Choo	1	....do		1	...do		
			1	Bankok	1	...do		1	....do		
			1	Not stated	1	....do		1	....do		
	1	New York	1	In port	1	Not reported		1	In port		
	1	New York, *via* Hong Kong.	1	....do	1	... do		1	....do		
	1	Philadelphia	1	Bankok	1	....do		1	Not reported		
	1	San Francisco	1	In port	1	....do		1	In port		
	1	San Francisco, *via* Kanagawa.	1	....do	1	....do		1	....do		
	1	Cardiff	1	New-Chwang	1	...do		1	Not reported		
	1	Sydney	1	Tientsin	1	... do		1	....do		
	1	Shields	1	Hong Kong	1	....do		1	....do		
	2	Swansea	2	In port	2	....do		2	In port		
	3	Hong Kong	3	Hong Kong	3	....do		3	Not reported		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHINA.											
SHANGHAI.											
W. L. G. Smith.											
Quarter ended September 30, 1861—Cont'd.	12	Hong Kong	1	Nagasaki	1	Not reported		1	Not reported		
			1	Japan	1	do		1	do		
			1	New-Chwang	1	do		1	do		
			1	Foo-Choo	1	do		1	do		
			2	Ningpo	2	do		2	do		
			4	Hankow	4	do		4	do		
			1	Che foo	1	do		1	do		
			1	In port	1	do		1	In port		
	24	Hankow	9	Hankow	9	do		9	Not reported		
			1	Hong Kong	1	do		1	do		
			2	Ningpo	2	do		2	do		
			6	Not stated	6	do		6	do		
			6	In port	6	do		6	In port		
	1	Che-foo	1	do	1	do		1	do		
	4	Chin-Keang	1	Chin-Keang	1	do		1	Not reported		
			1	Nagasaki	1	do		1	do		
			2	In port	2	do		2	In port		
	10	Nagasaki	7	Nagasaki	7	do		7	Not reported		
			1	Kanagawa	1	do		1	do		
			2	In port	2	do		2	In port		
	3	Kanagawa	1	Hong Kong	1	do		1	Not reported		
			1	Kanagawa	1	do		1	do		
			1	In port	1	do		1	In port		
	4	Tientsin	1	Hankow	1	do		1	Not reported		
			1	Nagasaki	1	do		1	do		
			1	Che-foo	1	do		1	do		
			1	In port	1	do		1	In port		
	6	Foo-Choo	1	Hankow	1	do		1	Not reported		
			1	New-Chwang	1	do		1	do		
			1	Ningpo	1	do		1	do		
			3	In port	3	do		3	In port		
	1	Swatow	1	Che-foo	1	do		1	Not reported		
	8	Unknown	3	Hankow	3	do		3	do		
			1	Ningpo	1	do		1	do		

			1	Che-foo	1	....do		1	....do		
			1	San Francisco, *via* Kanagawa.	1	....do		1	....do		
			2	In port	2	....do		2	In port		
	2	New-Chwang	2	New-Chwang	2	....do		2	Not reported		
	21	Ningpo	21	Ningpo	4	160 pieces stone, 90 pieces spar, 50 pkgs. ground nuts, 4 bales rope, 35 pkgs. fruits, 127 bags melon seed, 60 bdls. mats, 5 bdls. caps, 25 bdls. umbrellas, 5 baskets oil, 13 bags medicine, 70 baskets potatoes, 329 bdls paper, 1 box brass wire, 39 pkgs. bamboo shoots, 626 chests tea, 220 bales charcoal, 200 pkgs. sundries.		21	....do		
					17	Not reported					
	122		122		122			122			
SWATOW. *William Breck.*											
Quarter ended December 31, 1860.	2	Shanghai	2	Not stated	2	Not stated		2	Not stated		Entered and cleared: 2 ships and 1 schooner.
	1	Hong Kong	1	....do	1	....do		1	....do		Agg'te tonnage entered: 1,518.
	3		3		3			3			
Quarter ended March 31, 1861.	2	Shanghai	2	Shanghai	2	Bean cake, cotton, &c.	$30,000 00	2	11,677 bags sugar	$47,000 00	Entered and cleared: 1 ship and 1 bark.
									222 bales tobacco	700 00	Agg'te tonnage entered: 947.
	2		2		2		30,000 00	2		47,700 00	
Quarter ended June 30, 1861.	2	Shanghai	1	Shanghai	1	Bean cake, fish, &c	20,000 00	1	Sugar and grass cloth	40,000 00	Entered: 1 ship and 2 barks.
			1	In port	1	Peas, beans, &c	10,000 00	1	In port, (loading)		Cleared: 1 ship, and 2 in port.
	1	Singapore	1	....do	1	Opium, cotton, tin, pepper, and sundries.	40,000 00	1	In port, (discharging)		Agg'te tonnage entered: 1,643.
	3		3		3		70,000 00	3		40,000 00	
Quarter ended September 30, 1861.	2	In port	1	Singapore	1	In former return		1	Sugar	40,000 00	Entered: 2 ships, and 2 in port.
			1	Not stated	1	....do		1	Ballast		Cleared: 2 barks, and 2 in port.
	1	Shanghai	1	Hong Kong, (in port)	1	Bean cake and peas	10,000 00	1	In port		Agg'te tonnage entered: 1,300.
	1	Kewchang	1	In port	1	....do....do	25,000 00	1	....do		
	4		4		4		35,000 00	4		40,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
JAPAN.											
NAGASAKI. *John G. Walsh.*											
Six months ending December 31, 1860.	4	Shanghai	4	Shanghai	4	Not reported		4	Not reported		Entered and cleared: 7 barks, 1 brig, and 1 schooner.
	2	Hong Kong	2	do	2	do		2	do		Agg'te tonnage entered: 2,653 and 34-95.
	1	Foo-choo	1	Pecheli	1	do		1	do		
	1	Ningpo	1	Shanghai	1	do		1	do		
	1	Not stated	1	Not stated	1	do		1	do		
	9		9		9			9			
HAKODADI. *E. E. Rice.*											
Six months ending December 31, 1860.	1	Guam	1	Okhotsk	1	1,250 barrels whale oil		1	1,250 barrels whale oil		Entered: 3 ships, 3 barks, 1 brig, 4 schooners—11.
	4	Amoor	1	Portland, Oregon	1	Light		1	Light		Cleared: 3 ships, 3 barks, 1 brig, 3 schooners—10, and 1 in port.
			2	Shanghai	2	do		2	Potatoes, lumber, fish, and seaweed.		Agg'te tonnage entered: 3,368.
			1	In port	1	Ballast		1	In port		
	2	Okhotsk	1	Honolulu	1	do		1	Salt fish		
			1	Turtle Bay	1	1,870 barrels whale oil		1	1,870 barrels whale oil		
	1	San Francisco	1	Amoor	1	Assorted cargo, 100 tons		1	Assorted cargo, 100 tons		
	3	Shanghai	1	Honolulu	1	Ballast		1	Salt fish		
			2	Not reported	2	do		2	Lumber and assorted cargo		
	11		11		11			11			
Quarter ended March 31, 1861.	1	In port	1	San Francisco	1	Reported before		1	Tea and lacquered ware, 25 tons	Not given.	Entered: 1 ship, and 1 in port.
	1	Shanghai	1	Shanghai	1	Stone ballast, 150 tons		1	Lumber and seaweed, 500 tons	Not given.	Cleared: 2 ships.
	2		2		2			2			Agg'te tonnage entered: 448.
Six months ended September 30, 1861.	1	San Francisco	1	Amoor river	1	General cargo, (300 tons)		1	Inward cargo		Entered and cleared: 16 vessels, 1 of which sold; class not given.
	4	Amoor river	1	San Francisco	1	Ballast, (100 tons)		1	Ballast		
			1	Shanghai	1	Ballast		1	120 cords firewood		

			1	Kanagawa	1	....do		1	Ballast		Agg'te tonnage entered: 5,649.
			1	Sold	1	...do		1	Sold		
	3	Guam Island	3	Okhotsk	3	Oil		3	Inward cargoes		
	1	Ascension Island.	1	...do.	1	Oil		1	....do		
	1	Hong Kong	1	...do.	1	Oil		1	....do		
	1	Shanghai	1	Shanghai	1	Ballast, (150 tons)		1	General cargo, (500 tons)		
	4	Nagasaki	3	Okhotsk	3	Oil		3	Inward cargo		
			1	Arctic	1	Oil		1	... do		
	1	Honolulu	1	Okhotsk	1	Oil		1	....do		
	16		16		16			16			
HAWAIIAN ISLANDS.											
HONOLULU.											
Frederick L. Hanks.											
Quarter ended December 31, 1860.	6	In port	3	San Francisco	3			3	Hawaiian produce and merchandise re-shipped.	$25,108 00	Entered: 7 steamers, 66 ships, 36 barks, 4 brigs, 2 schooners—115, and 6 in port.
			1	Whaling cruise	1			1	Sperm and whale oil and bone	8,052 00	
			1	Hilo	1			1	Part of inward cargo	9,890 00	Cleared: 6 steamers, 66 ships, 37 barks, 4 brigs, 3 schooners; 1 sold—117, and 4 in port.
			1	Phœnix Island	1			1	Stores, &c., for guano comp'y.	1,060 00	
	20	Arctic Ocean	10	Whaling cruise	10	Sperm and whale oil and bone	$272,028 00	10	Sperm and whale oil	96,315 97	
			9	Homeward cruise	9	.....do. .....do	231,600 75	9	Sperm and whale oil and bone	293,761 87	Agg'te tonnage entered: 43,772.
			1	New Bedford	1	Whale oil and whalebone	12,327 00	1	.....do.....do	124,701 75	
	59	Okhotsk and Kodiac.	27	Whaling cruise	27	Sperm and whale oil and bone	474,373 20	27	.....do.....do	229,416 98	
			27	Homeward cruise	27	.....do.....do	481,786 12	27	.....do .....do	567,168 85	
			1	Baker's Island	1	Whale oil and whalebone	11,832 00	1	Stores for guano company	7,692 00	
			1	McKean's Island	1	.....do.....do	6,408 00	1	Ballast		
			1	New Bedford	1	.....do.....do	7,290 00	1	Whale oil and whalebone	44,421 45	
			2	In port	1	.....do.....do	43,344 75	2	In port		
	1	Petropaulouski	1	New Bedford	1	Ballast		1	Whale oil, bone, and sundries.	58,066 15	
	2	Port Townsend	2	Port Townsend	2	Lumber, shingles, and laths	5,274 00	2	Sugar, syrup, cigars, and quicksilver.	731 00	
	4	San Francisco	3	San Francisco	3	General merchandise	40,852 00	3	Hawaiian produce and merchandise re-shipped.	35,964 00	
			1	Jarvis Island	1	Oats, potatoes, &c	517 00	1	Stores for guano company	2,467 00	
	1	Boston	1	.. do.	1	General merchandise	59,713 00	1	Ballast		
	1	Hakodadi	1	San Francisco	1	Lacquered ware, &c	3,653 00	1	Old metal, &c	1,194 00	
	1	King's Mill Island	1	In port	1	Ballast		1	In port		
	3	Guano Islands	2	Guano Islands	2	Wrecked goods	1,859 00	2	Ballast and stores	248 00	
			1	In port	1	Ballast		1	In port		
	3	Kanai Island	1	Kanai	1	Passengers		1	Passengers		
			2	Lahaina	2	.....do		2	.....do		
	12	Lahaina	1	....do.	1	.....do		1	.....do		
			2	Kanai	2	.....do		2	.. ...do		
			5	Whaling cruise	5	Sperm and whale oil and bone	31,637 25	5	Inward cargo	31,637 25	
			3	Homeward cruise	3	Whale oil and whalebone	37,860 00	3	.....do	37,860 00	
			1	Sold here	1	Passengers		1	Sold		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
HAWAIIAN ISLANDS.											
HONOLULU.											
Frederick L. Hanks.											
Quarter ended December 30, 1860—Cont'd.	6	Hilo.....	3	Whaling cruise..	3	Sperm and whale oil and bone	$41,095 50	3	Sperm and whale oil and bone	$29,928 75	
			1	Homeward cruise	1	.....do.....do.....	17,602 50	1	Inward cargo	17,602 50	
			1	New Bedford....	1	Ballast	.....	1	Sperm and whale oil and sundries.	153,526 70	
			1	Port Townsend..	1	Lumber	2,051 00	1	Hawaiian produce.....	5,456 00	
	1	Tahiti.....	1	Tahiti.....	1	Turtle shells and biche de mer	1,318 00	1	.....do.....	2,455 00	
	1	Retur'd for repairs	1	Homeward cruise	1	Reported above	.....	1	Reported above	.....	
	121	.....	121	.....	121	....	1,784,422 07	121	....	1,784,725 22	
John A. Packer, Consul.											
Quarter ended March 31, 1861.	4	In port	1	San Francisco....	1	Before reported	.....	1	Hawaiian produce.....	5,104 82	Entered: 8 ships, 10 barks, 2 brigs, 1 schooner—21, and 4 in port.
			1	Marquesas Island.	1	.....do.....	.....	1	Sundries, supplies for mission.	1,756 81	
			2	Whaling cruise...	2	.....do.....	.....	2	Whaling implements, provisions, &c.	.....	
	5	San Francisco...	2	San Francisco....	2	General merchandise.....	38,204 77	2	Hawaiian produce, sperm oil and bone.	51,117 23	Cleared: 6 ships, 6 barks, 3 brigs, 1 schooner—16, and 9 in port.
			1	Hong Kong.....	1	Chinese passengers. (Only "touched.")	.....	1	Inward passengers	.....	Agg'te tonnage entered: 8,408.
			1	McKean's Island.	1	General merchandise.....	3,345 09	1	Part inw'd cargo, and sundries.	1,659 75	
			1	In port	1	....do.....	11,778 53	1	In port	.....	
	2	McKean's Island.	1	San Francisco...	1	Ballast	.....	1	Ballast	.....	
			1	Sold	1	Sundries, casks, &c.....	201 00	1	Sold, under Hawaiian flag....	.....	
	1	Port Townsend ..	1	Port Townsend, *via* Victoria.	1	Lumber, &c.	2,852 49	1	Hawaiian produce, mostly for Victoria.	10,745 49	
	1	Jarvis Island.....	1	Jarvis Island....	1	Sundries.....	138 25	1	Stores, &c., for Guano Co.....	4,132 27	
	1	New Bedford.....	1	In port.....	1	Sperm, whale oil, and whalebone	9,845 00	1	In port	.....	
	11	Coast of California	4	Whaling cruise...	4	..... do.....do.	48,009 50	4	Whale oil and whalebone	34,776 00	
			7	In port	7	.....do.....do.	61,845 80	7	In port	.....	
	25	.....	25	.....	25	....	176,220 43	25	....	109,292 37	

Quarter ended June 30, 1861.	9	In port	7	Whaling cruise	7	Given last quarter		7	Sperm and whale oil.	49,518 00	Entered: 20 ships, 12 barks, 2 brigs, 1 schooner, 1 steamer—36, and 9 in port.
			1	San Francisco	1	do		1	Whale oil and bone, and Hawaiian produce.	43,323 50	
			1	Condemned	1	do		1	Condemned		Cleared: 1 steamer, 21 ships, 17 barks, 2 brigs, 1 schooner—42, and 2 condemned, and 1 in port.
	1	Boston	1	McKean's Island	1	General merchandise	57,728 22	1	Hides, goat skins, and sundries	3,052 61	
	1	New Bedford	1	Whaling cruise	1	Whale oil and whalebone	1,510 00	1	Inward cargo	1,510 00	
	1	Philadelphia	1	McKean's Island	1	Coals, for United States squadron in Pacific.	2,373 72	1	Sundries	651 57	Agg'te tonnage entered: 14,958.
	4	Coast of Chili	4	Whaling cruise	4	Sperm and whale oil, and whalebone.	61,576 50	4	Sperm and whale oil, and whalebone.	56,244 00	
	1	San Diego	1	do	1	Whale oil	17,010 00	1	Whale oil	17,010 00	
	12	Coast of California	11	do	11	Sperm and whale oil, and whalebone.	147,505 30	11	Sperm and whale oil.	105,903 00	
			1	San Francisco	1	Whale oil	567 00	1	Sperm and whale oil, and bone, and Hawaiian produce.	36,162 43	
	2	Sea	1	Whaling cruise, S.	1	do	7,560 00	1	Whale oil	7,560 00	
			1	Condemned	1	do	2,331 00	1	Condemned and sold		
	7	San Francisco	2	San Francisco	2	General merchandise	37,902 88	2	Whale oil and Hawaiian produce.	48,380 77	
			1	Northwest, (trading.)	1	General merchandise for trade, part landed.	772 33	1	Part of inward, and merchandise for trade.	147 00	
			1	Hong Hong	1	Passengers		1	Passengers, and Hawaiian produce.	592 23	
			1	Amoor river, *via* Kanagawa.	1	Ballast		1	Coal	2,248 00	
			1	Baker's Island	1	do		1	Sundries	215 00	
			1	In port	1	General merchandise	1,981 47	1	In port		
	1	Port Townsend	1	Port Townsend	1	Lumber, &c.	3,158 13	1	Hawaiian produce.	6,239 56	
	1	New Zealand	1	Whaling cruise	1	Sperm and whale oil, and bone	17,933 50	1	Sperm and whale oil.	10,836 00	
	1	Melbourne	1	San Francisco	1	Passengers		1	Sundries	35 00	
	1	Marquesas	1	Marquesas	1	Firewood and sundries	337 80	1	Groceries, lumber, &c., for mission.	2,031 84	
	1	Baker's Island	1	Baker's Island	1	Sundries from wreck	182 80	1	Stores for Guano Company	1,288 00	
	2	Hilo	2	Whaling cruise	2	Sperm and whale oil.	33,390 00	2	Sperm and whale oil.	33,390 00	
	45		45		45		393,820 65	45		426,338 51	
Quarter ended September 30, 1861.	1	In port	1	San Francisco	1	In former return.		1	Hawaiian produce.	18,844 99	Entered: 1 steamer, 6 ships, 6 barks, 3 brigs—16, and 1 in port.
	1	Boston	1	do	1	General merchandise	69,633 85	1	Part of inward, and Hawaiian produce.	16,107 94	
	7	San Francisco	3	do	3	do	105,188 43	3	Hawaiian produce.	45,901 11	Cleared: 1 steamer, 5 ships, 6 barks, 1 brig—13, and 4 in port.
			2	Hong Kong	2	Cargo and passengers for China	342 50	2	Hawaiian fungus	3,946 69	Agg'te tonnage entered: 7,487.
			1	Shanghai	1	General merchandise	12,359 03	1	Coal, 95 tons	422 50	
			1	In port	1	do	2,763 23	1	In port		
	1	Port Townsend	1	Port Townsend	1	Lumber and salmon	2,704 96	1	Hawaiian produce.	12,826 95	
	2	Baker's Island	1	Jarvis Island	1	Ballast		1	Stores, for guano islands	186 50	
			1	In port	1	Sundries	176 50	1	In port		
	1	Marquesas Island	1	do	1	Sundries, for mission station	787 54	1	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
HAWAIIAN ISLANDS.											
HONOLULU.											
John A. Packer.											
Quarter ended September 30, 1860—Cont'd.	1	Callao	1	Hong Kong	1	Ballast		1	Hawaiian produce	$1,479 40	
	1	Arctic ocean	1	Sidney, N. S. W	1	Oil, bone, and ivory	$4,151 50	1	Stores, for guano islands	199 50	
	1	Kodiak	1	Coast of Chili	1	Sperm and whale oil, and whalebone.	27,727 50	1	Inward cargo	27,727 50	
	1	Bonin Islands	1	In port	1	Sperm and whale oil	4,252 50	1	In port		
	17		17		17		230,087 54	17		127,643 08	
LAHAINA.											
George Brayton.											
Quarter ended December, 31, 1860.	11	Arctic Ocean	2	Cruise and home	2	Oil and bone	34,579 00	2	Oil and bone	77,015 00	Entered: 18 ships, 15 barks—33.
			4	South Seas	4	do	49,560 00	4	do	40,910 00	Cleared: 18 ships, 14 barks—32, and 1 wrecked.
			1	Cruise and California.	1	do	8,782 00	1	do	6,161 00	
			1	Wrecked	1	do	8,810 00	1	Wrecked		Agg'te tonnage entered: 12,054.
			3	Honolulu	3	do	59,832 00	3	Oil and bone	59,832 00	
	19	Sea of Okhotsk	11	South Seas	11	do	179,149 00	11	do	155,111 00	
			4	Cruise and home	4	do	64,778 00	4	do	84,859 00	
			2	Cruise and California.	2	do	32,490 00	2	do	23,628 00	
			2	Honolulu	2	do	20,797 00	2	do	18,547 00	
	2	Kodiak	2	South Seas	2	do	21,507 00	2	do	20,007 00	
	1	Hilo	1	Cruise and home	1	do	7,140 00	1	do	9,882 00	
	33		33		33		487,424 00	33		495,952 00	
Quarter ended March 31, 1861.	1	New Bedford	1	Cruise, N. W	1	Ballast		1	Ballast		Entered: 4 ships, and 2 barks.
	4	Coast of California	4	do	4	3,250 bbls. whale oil	32,193 00	4	Inward cargo	32,193 00	Cleared: 3 ships, 2 barks, and 1 in port.
	1	St. Carlos	1	In port	1	370 bbls. whale oil	3,729 00	1	In port		Agg'te tonnage entered: 2,337.
	6		6		6		35,922 00	6		32,193 00	

Quarter ended June 30, 1861.	1	In port	1	North	1	Reported before		1	370 bbls. whale oil	3,729 00	Entered: 3 ships, and 4 barks—7, and 1 in port.
	4	Coast of California	4	...do	4	4,400 bbls. whale oil	44,352 00	4	Inward cargo	44,352 00	Cleared: 4 ships, 4 barks—8.
	2	St. Carlos	2	...do	2	1,900 bbls. whale oil and 4,000 lbs. whalebone	20,952 00	2	1,900 bbls. whale oil	19,152 00	Agg'te tonnage entered: 2,421.
	1	Payta	1	...do	1	140 bbls. sperm and 120 bbls. whale oil	5,619 00	1	Inward cargo	5,619 00	
	8		8		8		70,923 00	8		72,852 00	
Quarter ended September 30, 1861.		No return									No return.
HILO. *Thomas Miller.*											
Quarter ended December 31, 1860.	1	Boston	1	Honolulu & home	1	General merchandise	10,300 00	1	Part inward		Entered: 7 ships, 4 barks, and 3 steamers—14.
	1	Arctic Ocean	1	Cruise	1	800 bbls. whale oil, 70 bbls. sperm oil, 5,700 lbs. whalebone.	18,660 00	1	800 bbls. whale oil, 70 bbls. sperm oil.	14,100 00	Cleared: 3 steamers, 7 ships, and 4 barks—14.
	8	Okhotsk Sea	8	....do.	8	5,930 bbls. whale oil, 250 bbls. sperm oil, 26,500 lbs. whalebone.	115,650 00	8	5,930 bbls. whale oil, 250 bbls. sperm oil, 26,500 lbs. whalebone.	115,650 00	Agg'te tonnage entered: 5,321.
	3	Honolulu	3	Honolulu	3	Passengers and freight	Unknown	3	Passengers and freight	Unknown	
	1	Teekalet	1	Honolulu & Teekalet.	1	Lumber	2,300 00	1	Not stated		
	14		14		14		146,910 00	14		129,750 00	
Quarter ended March 31, 1861.	2	New Bedford	1	Cruise to N. W.	2	180 bbls. whale and 160 bbls. sperm oil.	7,500 00	1	Part of inward	1,200 00	Entered: 5 ships and 3 barks.
			1	In port				1	In port		Cleared: 3 ships, 1 bark, and 4 in port.
	6	Coast of California.	3	Cruise to N. W.	6	4,300 bbls. whale and 80 bbls. sperm oil.	66,900 00	3	Inward cargo	24,000 00	Agg'te tonnage entered: 3,372.
			3	In port				3	In port		1 United States sloop entered and cleared.
	8		8		8		74,400 00	8		25,200 00	
Quarter ended June 30, 1861.	4	In port	4	Cruise, N. W	4	In former return		4	200 bbls. sperm oil, 2,880 bbls. whale oil.	49,200 00	Entered: 3 ships, and 4 in port.
	3	Coast of California.	3	....do	3	214 sperm oil, 4,020 whale oil, and 5,000 lbs. whalebone.	60,720 00	3	Inward cargo	60,720 00	Cleared: 5 ships and 2 barks.
	7		7		7		60,720 00	7		109,920 00	Agg'te tonnage entered: 1,257.
											1 United States ship entered and cleared.
Quarter ended September 30, 1861.	1	Teekalet, Washington Ter.	1	San Francisco	1	Lumber	3,000 00	1	Whale oil, molasses, tar, fruit, &c.	4,049 61	Entered and cleared: 1 brig.
											Agg'te tonnage entered: 197.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
DOMINICAN REPUBLIC.											
ST. DOMINGO CITY.											
Jonathan Elliott.											
Quarter ended December 31, 1860.	4	New York.....	3	New York.....	4	Provisions.....	$24,100 00	3	Mahogany.....	$12,706 00	Entered: 3 brigs and 1 schooner.
			1	In port.....				1	In port.....	.....	Cleared: 3 brigs, and 1 in port.
	4	.....	4	.....	4	.....	24,100 00	4	.....	12,706 00	Aggregate tonnage entered: 690.
Quarter ended March 31, 1861.	1	In port.....	1	New York.....	1	Before reported.....	.....	1	Mahogany.....	1,096 00	Entered: 1 brig, and 1 in port.
	1	New York.....	1	....do.....	1	Provisions.....	4,000 00	1	Mahogany and honey.....	7,391 00	Cleared: 1 brig and 1 schooner.
	2	.....	2	.....	2	.....	4,000 00	2	.....	8,487 00	Aggregate tonnage entered: 186.
Quarter ended June 30, 1861.	1	New York.....	1	New York.....	1	Ballast.....	.....	1	Mahogany, &c.....	3,987 00	Entered and cleared: 1 brig.
											Aggregate tonnage entered: 190.
Quarter ended September 30, 1861.	1	New York.....	1	Cuba.....	1	Lumber.....	2,200 00	1	Ballast..... ...	.....	Entered and cleared: 2 vessels.
	1	Baltimore	1	Baltimore.....	1	Lumber and provisions.....	3,000 00	1	Assorted.....	3,241 00	Tonnage not given.
	2	.....	2	.....	2	....	5,200 00	2	.....	3,241 00	
HAYTI.											
GONAIVES.											
G. Eustis Hubbard.											
Quarter ended December 31, 1860.	2	In port.....	1	Boston.....	1	Before reported.....	.....	1	Coffee and logwood.....	5,397 22	Entered: 3 brigs, 2 schooners, and 2 in port.
			1	New York.....	1	....do.....	.. ..	1	.....do.....	2,043 71	
	4	Boston.....	3	Boston	4	Provisions.....	Not given.	3	..... do..... ...	15,621 47	Cleared: 3 brigs, 4 schooners, and 1 in port.
			1	In port.....	.....	.....	.....	1	In port.....	.....	
	2	New York.....	2	New York.....	2	Provisions.....	Not given.	2	Mahogany and logwood.....	1,675 78	Aggregate tonnage entered: 831 and 3-95.
	8	.....	8	.....	8	.....	.....	8	.....	24,738 18	

Quarter ended March 31, 1861.	1	In port	1	Boston	1	Before reported		1	Logwood and coffee	3,162 28	Entered: 3 brigs, 3 schooners, and 1 in port.
	3	Boston	2	do	2	Provisions	Not reported.	2	Logwood, coffee, honey, &c.	11,432 22	
			1	Port de Paix	1	do	Not reported	1	do do	2,434 91	Cleared: 4 brigs and 3 schooners.
	1	New York	1	New York	1	do	Not reported.	1	Logwood and mahogany.	760 55	Aggregate tonnage entered: 902 and 75-95.
	1	Port-au-Prince	1	do	1	Ballast		1	Logwood, 224 tons	1,721 79	
	1	Cape Haytien	1	Boston	1	do		1	Logwood, 88 tons	710 00	
	7		7		7			7		20,221 75	
Quarter ended June 30, 1861.	4	Boston	3	Boston	3	Provisions and lumber	Unknown.	3	Coffee, cotton, honey, logwood, and mahogany.	180,359 98	Entered and cleared: 4 brigs, 2 schooners—6.
			1	Port de Paix	1	Provisions.	Unknown.	1	Cotton and logwood	29,070 00	Aggregate tonnage entered: 974 and 90-95.
	1	New York	1	New York	1	do	Unknown.	1	Coffee, logwood, and honey	14,453 52	
	1	Port-au-Prince	1	Boston	1	Logwood	Unknown.	1	Logwood, &c	16,780 00	
	6		6		6			6	Haytien currency	240,663 50	
									(Equivalent to $12,033 28 U. States.)		
Quarter ended September 30, 1861.	3	Boston	2	Boston	2	Provisions.	Unknown.	2	Coffee, cotton, and logwood	12,606 50	Entered and cleared: 1 bark, 3 brigs—4.
			1	Port de Paix	1	do	Unknown.	1	do do	781 50	
	1	St. Thomas	1	Cape Haytien	1	Ballast		1	Ballast		Aggregate tonnage entered: 895 and 4-95.
	4		4		4			4		13,388 00	
CAPE HAYTIEN. *G. Eustis Hubbard.*											
Quarter ended December 31, 1860.	2	In port	2	Boston	2	Before reported		2	Coffee and logwood, 390 tons.	6,163 60	Entered: 4 brigs, 3 schooners, and 2 in port.
	7	Boston	2	do	2	Provisions	30,750 89	2	Coffee and logwood	21,271 50	
			1	Turk's Island	1	do	16,022 00	1	do	2,165 21	Cleared: 2 brigs, 5 schooners, and 2 in port.
			2	Inagua	2	do	47,567 25	2	do	8,281 07	
			2	In port	2	do	19,276 50	2	In port		Agg'te tonnage entered: 1,396 and 79-95.
	9		9		9		113,616 64	9		37,881 38	
Quarter ended March 31, 1861.	2	In port	1	Boston	1	Before reported		1	Coffee and logwood	4,983 41	Entered: 3 brigs, 5 schooners, and 2 in port.
			1	Inagua	1	do		1	Logwood, 10 tons	65 61	
	7	Boston	4	Boston	4	Provisions.	55,575 15	4	Coffee and logwood	13,817 09	Cleared: 5 brigs, 3 schooners, and 2 in port.
			1	Gonaives	1	do	15,828 66	1	Logwood, 33 tons	261 54	
			2	In port	2	do	33,263 19	2	In port		Agg'te tonnage entered: 1,626 and 56-95.
	1	Philadelphia	1	Philadelpnia	1	do	18,783 98	1	Coffee and logwood	11,787 38	
	10		10		10		123,450 98	10		30,915 03	
Quarter ended June 30, 1861.	2	In port	1	Boston	1	In previous quarter.		1	Coffee and logwood	5,033 14	Entered: 2 brigs, 3 schooners, and 2 in port.
			1	Inagua	1	do		1	Logwood and mahogany.	463 17	
	4	Boston	4	Boston	4	Provisions	54,177 77	4	Logwood and coffee	16,302 83	Cleared: 2 brigs and 5 schooners.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
HAYTI.											
CAPE HAYTIEN. *G. Eustis Hubbard.*											
Quarter ended June 30, 1861—Continued.	1	Jeremie	1	Boston	1	Ballast		1	Logwood	$716 49	Aggregate tonnage entered: 907 and 65-95.
	7		7		7		$54,177 77	7		22,515 63	
Quarter ended September 30, 1861.	6	Boston	6	Boston	6	Provisions	93,011 75	6	Coffee and logwood	19,089 89	Entered: 4 barks and 3 schooners.
	1	St. Thomas	1	In port	1	Ballast		1	In port		Cleared: 4 barks, 2 schooners, and 1 in port.
	7		7		7		93,011 75	7		19,089 89	Aggre'te tonnage entered: 1,472 and 47-95.
JEREMIE. *J. Vigoureux.*											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.	4	Boston	3	Boston	3	Provisions	16,520 77	3	Coffee, cocoa, honey, logwood, and sundries.	325,644 77	Entered and cleared: 1 brig and 3 schooners.
			1	Muagone	1	.. do	6,465 21	1	Logwood	1,389 70	Aggregate tonnage entered: 461 and 91-95.
	4		4		4	United States currency	22,985 98	4		*327,034 47	*Haytien currency, or $26,162 76 United States, at $12 50 Haytien for $1 U. States, or Spanish.
Quarter ended June 30, 1861.	3	Boston	2	Boston	2	Provisions	15,373 20	2	Coffee, cocoa, wood, and copper.	204,035 01	Entered: 5 schooners.
			1	In port	1	....do	5,615 15	1	In port		Cleared: 4 schooners, and 1 in port.
	2	Wilmington, N. C.	1	Cape Haytien	1	Lumber	2,000 00	1	Logwood	2,945 85	Aggregate tonnage entered: 702 and 39-95.
			1	Muagone	1	....do	2,500 00	1	Ballast		
	5		5		5		25,488 35	5		†206,980 86	†Haytien currency, or $16,558 47 United States, at $12 50 Haytien for $1 United States.
Quarter ended September 30, 1861.		No return									No return.

JACMEL. *Charles Moravia.*											
Quarter ended December 31, 1860.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	2	Boston	2	Boston	2	Provisions	14,614 28	2	Coffee, 2,025 bags, 240,664 lbs.; logwood, 112,000 lbs.	426,596 40	Entered and cleared: 1 brig and 2 schooners.
	1	St. Domingo	1	New York	1	....do	4,847 62	1	Ballast	.....	Agg'te tonnage entered: 503 and 53-95.
	3	.....	3	.....	3	.....	19,461 90	3	.....	*426,596 40	* Haytien currency, or $34,127 71 United States, at $12 50 for $1.
MEXICO.											
VERA CRUZ. *John T. Pickett, (Consul.) Charles Rickese, (Vice-Consul.)*											
Quarter ended December 31, 1860.	2	In port	1	New York	1	.....	.....	1	Cochineal, jalap, and goat skins.	18,632 00	Entered: 5 steamers, 2 barks, 3 schooners—10, and 2 in port.
			1	Minatitlan	1	.....	.....	1	Ballast	.....	Cleared: 5 steamers, 2 barks, 1 brig, 3 schooners—11, and 1 in port.
	1	Boston	1	.....do	1	Ice and lumber	.....	1	Ballast	.....	
	2	New York	1	New York	1	Assorted cargo	.. ..	1	Cochineal, skins, tobacco, and jalap.	43,370 00	Agg'te tonnage entered: 7,157 and 59-95.
			1	In port	1	....do	.....	1	In port	.....	
	7	New Orleans	7	New Orleans	7	Cotton and assorted	.....	7	Cochineal, skins, jalap, and tobacco.	5,790 00	
	12	....	12	.....	12	.....	.....	12	.....	67,792 00	
Quarter ended March 31, 1861.	1	In port	1	New York	1	Before reported	....	1	Goat skins, hides, cochineal, &c.	55,765 00	Entered: 5 steamers, 2 barks, 2 brigs, 2 schooners—11, and 1 in port.
	2	New York	1	....do	1	Assorted cargo	Not given....	1	Cochineal, tobacco, hides, &c..	36,660 00	
			1	In port	1	....do	....do	1	In port	.....	Cleared: 5 steamers, 2 barks, 1 brig, 2 schooners—10, and 2 in port.
	3	Pensacola	1	Mobile	1	Lumber	.....	1	Ballast	.....	
			1	Pensacola	1	....do	.....	1	....do	.....	
			1	In port	1	Railroad cross-ties	.....	1	In port	.. ..	Agg'te tonnage entered: 7,303 and 5-95.
	5	New Orleans	5	New Orleans	5	Cotton, &c	.....	5	Ballast	.....	
	1	Havana	1	Pensacola	1	Coal	.....	1	....do	.....	
	12	.....	12	.....	12	.....	.....	12	.....	92,425 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
MEXICO.											
VERA CRUZ.											
John T. Pickett, (Consul.)											
Charles Rickese, (Vice-Consul)											
Quarter ended June 30, 1861.	2	In port	1	New York	1	Before reported		1	Skins, hides, tobacco, cochineal, and vanilla.	$19,402 00	Entered: 2 steamers, 4 barks, 3 brigs, 4 schooners—13, and 2 in port.
			1	Pensacola	1	do		1	Ballast		
	1	Boston	1	Minatitlan	1	Ice		1	do		Cleared: 2 steamers, 4 barks, 4 brigs, 4 schooners—14, and 1 in port.
	2	New York	1	New York	1	Assorted cargo		1	Skins, hides, fustic, &c.	6,392 00	
			1	In port	1	do		1	In port		
	2	Philadelphia	1	New York	1	Railroad cars and locomotive		1	Ballast		Agg'te tonnage entered: 4,808 and 77-95.
			1	Not stated	1	do do		1	do		
	3	Pensacola	3	Sea, not stated	3	Lumber		3	do		
	5	New Orleans	3	New Orleans	3	Cotton, &c.		3	Coffee and vanilla	7,140 00	
			1	Tampico	1	Cotton		1	Ballast		
			1	Sold	1	Lumber		1	(Took British colors)		
	15		15		15			15		32,934 00	
Quarter ended September 30, 1861.	1	In port	1	New York	1	Reported before		1	Deer skins and purga	3,903 77	Entered: 4 barks, and 1 in port.
	1	Bangor	1	Laguna	1	Lumber	Could not be correctly ascertained.	1	Ballast		Cleared: 4 barks, and 1 in port.
	1	Boston	1	Minatitlan	1	Ice and lumber		1	do		Agg'te tonnage entered: 1,232 and 18-95.
	1	New York	1	In port	1	Assorted cargo		1	In port		
	4		4		4			4		3,903 77	
TAMPICO.											
Franklin Chase.											
Quarter ended December 31, 1860.	2	In port	2	New Orleans	2			2	Specie, goat skins, bananas, &c.	11,040 00	Entered: 3 brigs, 3 schooners—6, and 2 in port.
	2	New York	1	New York	1	Ammunition, brooms, pails, dry goods, &c.	$31,074 00	1	Goat skins, hides, fustic, &c.	31,115 00	Cleared: 3 brigs, 4 schooners—7, and 1 in port.
			1	In port	1	Ditto, cocoa, steel, &c	25,340 60	1	In port		Agg'te tonnage entered: 787.

	3	New Orleans	3	New Orleans.....	3	Flour, lard, rice, butter, dry goods, raisins, &c.	35,207 00	3	Specie, bananas, &c.....	241,960 00	
	1	Havana	1	Havana	1	White wax, rum, oil, dry goods, cigarettes.	59,470 00	1	Live stock, &c.....	2,240 00	
	8	.....	8	.....	8	.....	151,091 00	8	.....	286,355 00	
Quarter ended March 31, 1861.	1	In port	1	Not stated.....	1	Before reported	.....	1	Hides and specie.....	20,926 28	Entered: 1 brig and 4 schooners, and 1 in port.
	1	New York.....	1	New York.....	1	Assorted cargo	53,033 26	1	....do.....	37,659 00	Cleared: 2 brigs and 4 schooners.
	4	New Orleans	4	New Orleans	4	....do.....	152,044 18	4	Hides, fruit, jalap, and specie..	173,426 30	Agg'te tonnage entered: 608.
	6	.....	6	.....	6	.....	205,077 44	6	.....	232,011 58	
Quarter ended June 30, 1861.	2	New York.....	2	New York.	2	Assorted cargoes.....	57,981 00	1	Hides, skins, and specie.....	29,161 00	Entered: 2 brigs, 7 schooners—9.
								1	Sold to Mexican flag	.....	Cleared: 1 brig, 7 schooners—8, and 1 sold to Mexican flag.
	4	Pensacola	2	Pensacola	2	Lumber.	1,862 00	2	Fruit and specie	1,194 000	
			1	Mobile	1	....do.....	954 00	1	....do.....	324 00	Agg'te tonnage entered: 1,082.
			1	New Orleans	1	....do.....	847 00	1	Ballast	.....	
	2	New Orleans.....	2	....do.	2	Assorted cargo.....	21,215 00	2	Specie and fruit.....	94,375 00	
	1	Vera Cruz.....	1	....do.	1	Ballast	.....	1	....do.....	18,031 00	
	9	.....	9	.....	9	.....	82,859 00	9	.....	143,085 00	
Quarter ended September 30, 1861.	1	New York.....	1	New York.....	1	Assorted cargo.....	58,189 00	1	Produce and specie	20,149 00	Entered and cleared: 1 schooner. Agg'te tonnage entered: 178.
ACAPULCO. *L. W. Emory.*											
Quarter ended December 31, 1860.	11	San Francisco...	10	Panama	9	Mails and passengers.....	.....	9	Mails and passengers.....	.....	Entered and cleared: 18 steamers, 1 brig, and 2 schooners.
					1	Flour.	.....	1	Ballast	.....	Agg'te tonnage entered: 29,025.
			1	Not stated.....	1	Miscellaneous	.....	1	....do.....	.....	
	9	Panama	9	San Francisco...	9	Mails and passengers.....	.....	9	Mails and passengers.....	.....	
	1	Mazatlan.....	1	Not stated.....	1	Not reported.....	.....	1	Not reported.....	.....	
	21	.....	21	.....	21	.....	.....	21	.....	.....	
Quarter ended March 31, 1861.	11	San Francisco...	10	Panama	10	Mails and passengers.....	.....	10	Mails and passengers.....	.....	Entered and cleared: 19 steamers, 3 barks, 2 schooners—24, and 1 United States vessel.
			1	San Francisco...	1	500 barrels flour.....	5,000 00	1	Ballast	.....	
	10	Panama	10	....do.	10	Mails and passengers.....	.....	10	Mails and passengers.....	.....	Agg'te tonnage entered: 32,528.
	1	Sandwich Islands	1	Sandwich Islands	1	Not reported.....	.....	1	Not reported.....	.....	
	1	Mazatlan.....	1	Punta Arenas....	1	...do.....	.....	1	....do..	.....	
	1	Baltimore	1	Callao.....	1	750 tons coal.....	15,000 00	1	Ballast	.....	
	24	.....	24	.....	24	.....	20,000 00	24	.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
MEXICO.											
ACAPULCO.											
L. W. Emory.											
Quarter ended June 30, 1861.	9	San Francisco...	9	Panama	9	Mails, passengers, and treasure	.....	9	Mails, passengers, and treasure	.....	Entered: 19 steamers, 3 barks, 1 brig, and 1 United States vessel.
	10	Panama.	9	San Francisco...	9	Mails and passengers.....	.....	9	Mails and passengers.....	.....	Cleared: 18 steamers, 3 barks, 1 brig, and 1 in port.
			1	In port	1	.. do.....	.....	1	In port	.....	Agg'te tonnage entered: 34,637.
	2	Sandwich Islands	2	New Bedford	2	Not reported.....	.....	2	Inward cargo	.....	
	1	Manzanilla	1	Punta Arenas...	1	....do.....	.....	1	....do.....	.....	
	1	Ventosa	1	San Francisco...	1	....do	.....	1	....do.....	.....	
	23	....	23	.....	23	.....	.....	23	....	.....	
Quarter ended September 30, 1861.	10	San Francisco...	9	Panama	9	Passengers and treasure.....	No value given	9	Passengers and treasure.....	No value given	Entered and cleared: 20 steamers, 1 bark—21.
			1	San Francisco...	1	Assorted cargo.....	..... do.....	1	Not stated.....	.....	Agg'te tonnage entered: 35,422.
	10	Panama	9	....do	9	Passengers and general merchandise.	.....	9	Passengers and general merchandise.	.....	(2 United States government vessels sailed.)
			1	Gulf of California.	1	Not stated	.....	1	Not stated....	.....	
	1	Sandwich Islands	1	Panama	1	....do.....	.....	1	...do.....	.....	
	21	.....	21	.....	21	.....	.....	21	.....	.....	
TABASCO.											
E. P. Johnson.											
Quarter ended December 31, 1860.	1	Laguna	1	New York.....	1	Ballast	.....	1	Mahogany, 184 tons.....	$2,013 54	Entered and cleared: 1 schooner.
											Agg'te tonnage entered: 200.
Quarter ended March 31, 1861.	2	New Orleans	2	New Orleans	2	Assorted cargoes.....	$72,800 50	2	Indigo and specie	3,565 16	Entered and cleared: 1 brig and 1 schooner.
											Agg'te tonnage entered: 199.
Quarter ended June 30, 1861.	1	New Orleans	1	New Orleans	1	Assorted cargo.....	50,000 00	1	Ballast	.....	Entered: 1 brig, 2 schooners—3.
	2	Aspinwall	1	Liverpool	1	Ballast	.....	1	Mahogany, &c., (*yet in port*)..	.....	Cleared: 1 brig, 1 schooner—2, and 1 in port.
			1	New York.....	1	....do.....	.....	1	Logwood, 3,500.....	1,750 00	Agg'te tonnage entered: 633.
	3	.....	3	.....	3	.....	50,000 00	3	.....	1,750 00	

Quarter ended September 30, 1861.	1	In port	1	Liverpool	1	In last return		1	Mahogany and logwood, 272 tons.	3,300 00	Entered: 1 schooner, and 1 in port.
	1	Havana	1	Trieste	1	Ballast		1	5,322 cwt. logwood	2,892 63	Cleared: 2 schooners.
	2		2		2			2		6,192 63	Agg'te tonnage entered: 244.
MINATITLAN. *A. C. Allen.*											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.	2	Mobile	1	New York	1	Ballast		1	331 logs mahogany	4,814 00	Entered and cleared: 3 barks, 3 brigs, 6 schooners—12.
			1	Bremen	1	do		1	270 tons mahogany	3,240 00	
	1	New Orleans	1	New Orleans	1	Assorted cargo	5,000 00	1	570 hides	1,427 00	Agg'te tonnage entered: 3,366.
	2	Galveston	1	Galveston	1	Ballast		1	Ballast		
			1	New York	1	do		1	200 tons mahogany	2,400 00	
	1	Indianola	1	do	1	do		1	233 logs mahogany	2,943 00	
	1	Kingston, Ja	1	do	1	do		1	247 tons mahogany	2,472 00	
	1	Jamaica	1	London	1	do		1	300 tons mahogany	3,600 00	
	3	Aspinwall	1	New York	1	do		1	303 tons mahogany	3,408 00	
			1	Hamburg	1	do		1	250 tons mahogany	3,000 00	
			1	London	1	do		1	300 tons mahogany	3,600 00	
	1	Barbadoes	1	Liverpool	1	do		1	400 tons mahogany	4,800 00	
	12		12		12		5,000 00	12		35,704 00	
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.
MAZATLAN. *Edward Conner.*											
Quarter ended December 31, 1860.	1	In port	1	Not stated	1			1	Wood and silver	15,000 00	Entered: 1 ship, 1 bark, 2 brigs, 6 schooners—10, and 1 in port.
	5	San Francisco	1	La Paz	1	Ballast		1	Ballast		Cleared: 1 ship, 1 bark, 1 brig, 5 schooners, and 2 sold—10, and 1 in port.
			1	Guaymas	1	Assorted, 100 tons	25,000 00	1	Part of inward cargo		
			1	San Blas	1	Assorted, 120 tons	35,000 00	1	do		
			1	Acapulco	1	Assorted, 300 tons	100,000 00	1	do		
			1	Manzanilla	1	Assorted, 300 tons	75,000 00	1	do		
	1	Guaymas	1	San Francisco	1	Ballast		1	Rosewood and silver, 25 tons	100,000 00	Agg'te tonnage entered: 1,877.
	1	San Blas	1	Sold	1	do		1	Sold		
	1	Panama	1	Europe	1	do		1	Brazil wood, 750 tons	50,000 00	
	2	Acapulco	1	Sold	1	do		1	Sold		
			1	In port	1	do		1	In port		
	11		11		11		235,000 00	11		165,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
MEXICO.											
MAZATLAN.											
Edward Conner.											
Quarter ended March 31, 1861.	1	In port	1	San Francisco	1	Ballast		1	Silver and hides	$75,000 00	Entered: 2 ships, 3 barks, 1 brig, 7 schooners—13, and 1 in port.
	8	San Francisco	2	do	2	Assorted cargo	$85,000 00	2	Salt and specie	75,000 00	
			1	Tahiti	1	do	70,000 00	1	Ballast		Cleared: 2 ships, 3 barks, 2 brigs, 7 schooners—14.
			1	Guaymas	1	do	60,000 00	1	Part of inward	Not stated	
			1	New York	1	Ballast		1	Brazil wood, 750 tons	38,000 00	Agg'te tonnage entered: 4,048.
			1	Acapulco	1	Assorted cargo	30,000 00	1	Part of inward	Not stated	
			1	Punta Arenas	1	do	40,000 00	1	do	12,000 00	
			1	La Paz	1	do	36,000 00	1	do	20,000 00	
	2	Guaymas	1	Guaymas	1	Ballast		1	Salt and specie	5,000 00	
			1	San Francisco	1	do		1	Salt and silver	40,000 00	
	1	Acapulco	1	do	1	Assorted cargo	Not stated	1	Hides and specie	20,000 00	
	1	San Blas	1	do	1	Salt, 140 tons	700 00	1	Salt and silver	18,000 00	
	1	Melbourne	1	Europe	1	Ballast		1	Brazil wood, 800 tons	48,000 00	
	14		14		14		321,700 00	14		351,000 00	
Quarter ended June 30, 1861.	12	San Francisco	3	Altata	3	Ballast		1	800 tons Brazil wood	40,000 00	Entered: 4 steamers, 4 ships, 4 barks, 3 schooners—15.
								2	Ballast		
			2	San Francisco	2	Assorted, 340 tons	85,000 00	2	Specie, &c., 200 tons	110,000 00	Cleared: 4 steamers, 4 ships, 4 barks, 3 schooners—15.
			3	Guaymas	3	do 460 tons	110,000 00	3	Part of inward	Not known	
			2	Banderas	2	do 380 tons	99,000 00	2	Ballast		Agg'te tonnage entered: 9,665.
			1	La Paz	1	do 150 tons	40,000 00	1	Salt, 50 tons	5,000 00	
			1	Piastla	1	Ballast		1	Ballast		
	2	Guaymas	2	San Francisco	2	Specie	80,000 00	2	Specie	200,000 00	
	1	Banderas	1	do	1	Rosewood, 200 tons	15,000 00	1	Rosewood, 200 tons	15,000 00	
	15		15		15	1,530 tons	429,000 00	15		370,000 00	
Quarter ended September 30, 1861.	8	San Francisco	1	San Francisco	1	Assorted cargo, 50 tons	10,000 00	1	Ballast		Entered: 4 steamers, 3 ships, 1 bark, 1 brig, 3 schooners—12.
			1	Europe	1	Ballast		1	1,375 tons merchandise	68,000 00	
			1	La Paz	1	Assorted cargo, 100 tons	20,000 00	1	Ballast		Cleared: 4 steamers, 2 ships, 1

			2	Guaymas	2	....do.....do...320 tons	80,000 00	2	Part of inward and 100 tons assorted.	Not given ...	bark, 3 schooners—10; 1 in port and 1 wrecked.
			2	Navachiste	2	Ballast		1	1,000 tons logwood	50,000 00	Agg'te tonnage entered: 9,226.
								1	In port		
			1	San Blas	1	Assorted cargo, 300 tons	60,000 00	1	Part of inward cargo		
	2	Guaymas	2	San Francisco	2	Ballast and passengers		2	Passengers and specie	300,000 00	
	1	Manzanillo	1	Wrecked in the harbor.	1	Ballast		1	Wrecked in the harbor		
	1	Banderas Bay	1	San Francisco	1	150 tons rosewood	10,000 00	1	Inward cargo	10,000 00	
	12		12		12		180,000 00	12		428,000 00	
GUAYMAS. *L. Dent.*											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.	1	New York	1	New York	1	Ballast		1	Guano		Entered and cleared: 1 bark and 4 schooners.
	2	San Francisco	1	San Francisco, *via* Carmen.	1	Not stated		1	Not stated		Agg'te tonnage entered: 924 and 27-95.
			1	Wrecking	1	Ballast		1	Ballast		
	1	Mazatlan	1	Mazatlan	1	Not stated		1	Not stated		
	1	Colorado	1	San Francisco	1	....do		1	....do		
	5		5		5			5			
Quarter ended June 30, 1861.	4	San Francisco	4	San Francisco	4	Not stated		4	Not stated		Entered and cleared: 2 steamers, 1 bark, and 2 schooners—5; 1 U. S. ship entered and cleared.
	1	Gulf of California	1	....do.	1	Refused to deposit papers		1	...do		Agg'te tonnage entered: 3,391 and 43-95.
	5		5		5			5			
Quarter ended September 30, 1861.	6	San Francisco	1	San Francisco	1	Not reported		1	Not reported		Entered and cleared: 2 steamers, 1 ship, 3 schooners—6; 1 ship not exhibiting her papers.
			1	Carmen and San Francisco.	1	Ballast		1	Ballast, &c		Aggregate tonnage of 5 vessels entered: 2,471 and 88-95.
			1	Mazatlan	1	Merchandise and passengers		1	Not stated		
			1	George's Island	1	Refused to deposit papers		1	Not reported		
			1	Sealing	1	Ballast and ship stores		1			
			1	Not stated	1	Ballast		1	60 tons salt and 142 hides	372 06	
	6		6		6			6		372 60	
HONDURAS. OMOA. *A. Follin.*											
Quarter ended December 31, 1860.		No return									No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
HONDURAS.											
OMOA.											
A. Follin.											
Quarter ended March 31, 1861.	1	Boston	1	Boston	1	Flour, wine, lumber, dry goods, and provisions.	$2,510 38	1	28 boxes indigo, 170 pieces india rubber, 400 hides, deer skins, sarsaparilla, turtle-shell, &c.	$6,416 40	Entered and cleared: 1 bark. Agg'te tonnage entered: 199 and 33-95.
Qnarter ended June 30, 1861.	1	Boston	1	Boston	1	Dry goods and provisions.....	3,500 00	1	Hides, deer skins, indigo, sarsaparilla, &c.	5,514 00	Entered and cleared: 1 bark. Agg'te tonnage entered: 199 and 33-95.
Quarter ended September 30, 1861.	1	Boston	1	Boston	1	Lumber, dry goods, and provisions.	2,500 00	1	Hides, sarsaparilla, deer skins, rubber, &c.	4,000 00	Entered and cleared: 1 bark. Agg'te tonnage entered: 199 and 33-95.
NICARAGUA.											
SAN JUAN DEL NORTE.											
Thomas S. Bell, Commercial Agent.											
Quarter ended December 31, 1860.	1	New York.....	1	New York.. ...	1	Assorted cargo.....	.....	1	Sundries, viz: Brazil wood, hides, deer skins, India rubber, and cocoa-nuts.	12,500 00	Entered and cleared: 2 schooners. Agg'te tonnage entered: 283 and 86-95.
	1	Trinidad	1	Market.....	1	Ballast	.....	1	Ballast	.....	
	2		2	.....	2	.....	.....	2	.....	12,500 00	
B. S. Cotrell.											
Quarter ended March 31, 1861.	1	Corn Island	1	Not stated	1	Ballast	.....	1	Ballast	.....	Entered and cleared: 2 schooners. Agg'te tonnage entered: 217 and 49-95.
	1	New York.....	1	New York.....	1	General cargo of provisions...	6,826 43	1	Brazil wood, hides, deer skins, cocoa, old copper, and India rubber.	11,338 40	
	2	... .	2	.....	2	....	6,826 43	2	.....	11,338 40	

Quarter ended June 30, 1861.	1	New York.....	1	New York.....	1	General cargo of provisions...	4,832 52	1	Cocoa-nuts, hides, deer skins, gold, and Brazil wood.	7,739 54	ed: 1 schooner. Agg'te tonnage entered: 149 and 40-95.
Quarter ended September 30, 1861.	.....	No arrivals	.....	.....	.....	.....	.....	.....	.....	.....	No arrivals.
NEW GRANADA.											
ASPINWALL.											
D. A. Robinson, jr.											
Quarter ended December 31, 1860.	6	In port	3	New York	3	.....	.....	3	Not stated	.....	Entered: 9 steamers, 12 barks, 14 brigs, 8 sch'rs, 1 ketch—44, and 6 in port.
			1	Carthagena	1	.....	.....	1	....do.....	.....	
			1	Minatitlan	1	.....	.....	1	. ..do.....	.....	
			1	Laguna	1	.....	. ...	1	....do.....	.....	Cleared: 9 steamers, 13 barks, 13 brigs, 7 schooners, 1 ketch—43, and 7 in port.
	1	Boston	1	Pensacola	1	Ice and merchandise.....	5,000 00	1	Ballast	.....	
	28	New York.....	13	New York.....	13	Merchandise, mails, general cargo, and passengers.	2,830,000 00	13	Merchandise, mails, passengers, and specie.	6,980,000 00	Agg'te tonnage entered: 24,212.
			1	Havana	1	Coal..... 455 tons..	5,000 00	1	Ballast	.....	
			2	Cienfuegos	2	Coal..... 843 tons..	9,400 00	2	....do.....	.....	United States steamer Brooklyn entered and cleared twice during the quarter.
			1	New Orleans	1	Coal..... 625 tons..	6,900 00	1	....do.....	.....	
			2	Pensacola	2	Coal..... 769 tons..	8,500 00	2	....do.....	... .	
			2	Minatitlan	2	Coal..... 223 tons..	2,500 00	2	... do.....	.....	
			2	St. Mark's.....	2	Coal.....1,105 tons..	12,200 00	2	....do.....	....	
			1	Appalachicola ...	1	Coal..... 526 tons..	5,800 00	1	....do.....	.....	
			4	In port	4	Merchandise, mails, passengers, general cargo, and coal.	264,200 00	4	In port	.....	
	2	Philadelphia	1	Minatitlan	1	Coal..... 303 tons..	3,300 00	1	Ballast	.....	
			1	In port	1	Coal..... 248 tons..	2,800 00	1	In port	.....	
	7	Baltimore	2	Puerto Bello.....	1	General cargo.....	6,000 00	1	General cargo	5,000 00	
					1	Coal..... 200 tons..	2,200 00	1	Ballast	.....	
			1	Baltimore	1	Coal..... 120 tons..	1,400 00	1	....do.....	.....	
			1	Navaza	1	Coal..... 240 tons..	2,700 00	1	....do.....	.....	
			1	Minatitlan	1	Coal..... 325 tons..	3,600 00	1	....do.....	....	
			1	Attakapas	1	Coal..... 202 tons.	2,200 00	1	....do.....	.....	
			1	In port.....	1	Coal..... 320 tons .	3,600 00	1	....do.....	.....	
	1	Bermuda	1	Kingston, Ja.....	1	Coal..... 771 tons..	8,500 00	1	....do.....	.....	
	1	Jacksonville.....	1	Attakapas	1	Lumber .....116,000 feet..	2,750 00	1	....do.....	.....	
	1	Kingston, Ja.....	1	New York	1	General cargo	60,000 00	1	....do.....	.....	
	1	Santa Martha....	1	Kingston, Ja.....	1	Corn .....1,689 sacks..	2,600 00	1	Corn, 949 sacks	1,500 00	
	2	Corn Island (?)...	1	St. Andrew's	1	Assorted cargo.....	1,500 00	1	Ballast	.....	
			1	In port	1	....do..... do.....	.....	1	In port.....	.....	
	50	.....	50	.....	50	.....	3,252,650 00	50	.....	6,986,500 00	
Quarter ended March 31, 1861.	5	In port	2	New York.....	2	In last return	.....	2	Not reported.....	.....	Entered: 9 steamers, 1 ship, 7 barks, 14 brigs, 6 schooners—37, and 7 in port.
			1	Baltimore	1	....do.....	.....	1	....do	.....	
			1	Apalachicola	1	....do.....	.....	1	....do.....	....	
			1	New Orleans.....	1	....do.....	.....	1	....do.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS AND AGGREGATE TONNAGE ENTERED.
NEW GRANADA.											
ASPINWALL.											
D. A. Robinson, jr.											
Quarter ended March 31, 1861—Continued.	2	In port	1	Trinidad	1	In last return		1	Not reported		Cleared: 9 steamers, 1 ship, 8 barks, 16 brigs, 8 schooners—42, and 2 in port.
			1	Corn Island (?)	1	do		1	do		
	1	Boston	1	Cienfuegos	1	Ice and merchandise	$5,000 00	1	Ballast		
	22	New York	14	New York	14	General merchandise, and mails and passengers.	2,365,000 00	14	Merchandise and specie, and mails and passengers.	$7,200,000 00	Agg'te tonnage entered: 21,924.
			1	Mobile	1	Coal, 520 tons	5,720 00	1	Ballast		
			2	Cienfuegos	1	Coal, 298 tons	3,278 00	1	do		
					1	Coal	Not given.	1	do		
			2	Minatitlan	2	Coal, 659 tons	7,249 00	2	do		
			1	Trinidad	1	Coal, 367 tons	4,037 00	1	do		
			2	In port	2	General merchandise, and mails and passengers.	370,000 00	2	In port		
	3	Philadelphia	1	Baltimore	1	Coal, 360 tons	3,960 00	1	Ballast		
			2	Cienfuegos	2	Coal, 586 tons	6,446 00	2	do		
	4	Baltimore	1	Baltimore, *via* Navaza.	1	Coal, 275 tons	3,050 00	1	do		
			1	St. Jago	1	Coal, 215 tons	2,365 00	1	do		
			1	Trinidad	1	Coal, 560 tons	6,160 00	1	do		
			1	Cienfuegos	1	Coal	Not given.	1	do		
	1	Jacksonville	1	Trinidad	1	Lumber	20,000 00	1	do		
	1	Savannah	1	Minatitlan	1	Lumber, 170,000 feet	4,250 00	1	do		
	1	St. Thomas	1	Cienfuegos	1	Coal, 386 tons	4,246 00	1	do		
	1	Kingston, Jam'ca	1	Kingston, Jam'ca	1	Coal, 165 tons	1,815 00	1	do		
	1	San Juan del Norte	1	St. Andrew's	1	Provisions	600 00	1	Part of inward	400 00	
	1	Sabanilla	1	do	1	Assorted merchandise	Not given.	1	Inward cargo		
	1	Carthagena	1	Santa Martha	1	Wine, &c	2,000 00	1	Part of inward	120 00	
	44		44		44		2,815,176 00	44		7,200,520 00	
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.		No return									No return.

PANAMA.											
Amos B. Corwine.											
Quarter ended December 31, 1860.	2	In port	1	Central America.	1			1	General cargo	140,600 00	Entered: 15 steamers, 1 ship—16, and 2 in port.
			1	San Francisco...	1			1	....do	260,200 00	Cleared: 17 steamers, and 1 in port.
	1	New York	1	In port	1	1,420 tons coal	31,240 00	1	In port		Agg'te tonnage entered: 19,919.
	9	San Francisco...	9	San Francisco...	9	Treasure and merchandise	12,055,199 00	9	General cargo	2,245,300 00	
	6	Central America.	6	Central America.	6	Cochineal, 442 ceroons; indigo, 3,462 ceroons; balsam, 48 cases; India rubber, 607 packages; deer skins, 204 bales; hides, 14,935; coffee, 49 bags; rice, cigars, and seeds.	667,556 00	6	....do	1,039,000 00	
	18		18		18		12,753,995 00	18		3,685,100 00	
Quarter ended March 31, 1861.	1	In port	1	Callao	1	Before reported		1	Ballast		Entered: 16 steamers, and 1 in port.
	1	New York	1	San Francisco...	1	Ballast		1	217 tons merchandise	151,900 00	Cleared: 16 steamers and 1 ship.
	6	Central America.	6	Central America.	6	10,900 hides, 24 cases cigars, 4,961 bags coffee, 223 bags sugar, 64 bales tobacco, 85 bundles deer skins, 76 pkgs. balsam, 3,501 ceroons indigo, 147 pkgs. silver ore, 378 bales India-rubber, 44 ceroons cochineal, 29,600 feet lumber, rice, cascarilla, vanilla, tortoise-shell, and specie.	692,580 00	6	Assorted cargoes, 6,097 pkgs	628,125 00	Agg'te tonnage entered: 20,654.
	9	San Francisco...	9	San Francisco...	9	Treasure and merchandise	10,028,453 00	9	General cargoes, 2,555¾ tons	1,537,525 00	
	17		17		17		10,721,033 00	17		2,317,550 00	
Quarter ended June 30, 1861.	10	San Francisco...	9	San Francisco...	9	Treasure and merchandise, *in transitu*, express, ores, vegetables, &c.	7,429,495 89	9	2,337¼ tons merchandise	710,401 50	Entered: 16 steamers.
								1	In port		Cleared: 15 steamers, and 1 in port.
			1	In port	1	Ballast	356,245 26	6	6,810 packages merchandise	606,757 84	Agg'te tonnage entered: 22,341 and 41-95.
	6	Central America.	6	Central America.	6	1,284 ceroons cochineal, 4,297 hides, 737 bags sugar, 170 pkgs. balsam, 2,731 bags coffee, 161 bales tobacco, 65 ceroons indigo, 167 ceroons ore, 31 bales India-rubber, cascarilla, lead, cheese, cocoa, deer skins, &c.					
	16		16		16		7,785,741 15	16		1,317,159 34	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
NEW GRANADA.											
PANAMA.											
Amos B. Corwine.											
Quarter ended September 30, 1861.	1	In port	1	In port	1	Before reported	.....	1	In port	.....	Entered: 15 steamers, and 1 in port.
	9	San Francisco...	9	San Francisco...	9	Treasure and merchandise, *in transitu.*	$10,764,249 57	9	3,365 tons merchandise.....	$2,833,320 00	Cleared: 15 steamers, and 1 in port.
	6	Central America.	6	Central America.	9	1,781 ceroons cochineal, 637 bags coffee, 474 bags ores, 140 bags cocoa, 46 pkgs. sugar, 202 cases tobacco, 2,018 hides, 265 bales deer skins, 96 ceroons indigo, 36 bales cotton, 160 bags rice, 13 cases balsam, 46 cases starch, 387 cases merchandise, and $77,909 95 specie.	324,869 40	6	7,572 packages merchandise ..	339,205 75	Agg'te tonnage entered: 19,587 and 12-95.
	16	.....	16	.....	16	.....	11,089,118 97	16	.....	3,172,525 75	
SABANILLA.											
J. W. Magill.											
Quarter ended December 31, 1860.	2	In port	2	New York.....	2	Before reported	....	2	Hides ..... 114,302 lbs.	17,540 50	Entered: 3 brigs, and 2 in port.
									Fustic..... 565,200 lbs.	4,771 08	Cleared: 4 brigs, 1 schooner—5.
									Tobacco ..... 57,717 lbs.	14,469 45	Agg'te tonnage entered: 699 and 61-95.
									India-rubber..... 3,244 lbs.	763 00	
									Gum copal..... 142 lbs.	27 72	
									Deer skins..... 64	25 36	
									Coffee..... 39,372 lbs.	4,982 25	
									Cocoa..... 3,600 lbs.	720 00	
									Bark ..... 6,250 lbs.	1,250 00	
	1	Wilmington, N.C.	1	... do.	1	Could not be obtained from custom-house.	.....	1	Hides ..... 2,953 ...	430 55	
									Fustic..... 12,800 lbs.	135 12	
									Old iron..... 98,000 lbs.	245 00	
	1	St. Thomas.....	1	....do.	1	.....do..... .....do.....	.....	1	Hides 72,220	11,464 94	
									Cocoa..... 6,276 lbs.	1,306 63	

	1	Santa Martha....	1	....do.....	1	.....do.....	...do.....		1	India-rubber.....	6,649 lbs.	2,673 35	
										Deer skins.....	63	15 75	
										Fustic.....	112,640 lbs.	877 20	
										Divi divi.....	605 lbs.	7 26	
										Braziletto wood..	620 lbs.	271 44	
										Camphor	160 lbs.	99 20	
										Hides	18,074	2,571 18	
										India-rubber.....	2,518 lbs.	517 37	
										Gum tolu.....	135 lbs.	47 60	
										Ipecacuanha.....	350 lbs.	334 50	
										Cocoa.....	1,200 lbs	245 12	
	5	.....	5	....	5	.....	.....		5	.....		65,786 57	
Quarter ended March 31, 1861.	1	Santa Martha....	1	New York, *via* Carthagena.	1	Could not be obtained at custom-house.	.....		1	Hides	85,053 lbs	12,856 32	Entered and cleared: 1 bark, 1 brig, 3 schooners—5. Agg'te tonnage entered: 818 and 11-95.
										Tobacco	59,180 lbs.	16,565 09	
										Bark	3,536 lbs.	899 12	
										Balsam tolu.....	1,474 lbs.	541 62	
										Hide cuttings	870 lbs.	34 80	
	2	Carthagena	2	New York.....	2	.....do.....	.....do.....		1	Hides	44,857 lbs.	6,578 22	
										Balsam.....	1,750 lbs.	627 63	
										Cocoa	3,600 lbs.	720 00	
									1	Ballast	.....	.....	
	1	Jamaica.....	1	Carthagena	1	.....do.....	.....do.....	.. ..	1	....do.....	.....	.....	
	1	St. Thomas.....	1	New York, *via* Carthagena.	1	.....do... ...	.....do.....	.....	1	Hides	28,341 lbs.	3,913 85	
										Cuttings.....	1,920 lbs.	76 80	
										India-rubber.....	29,257 lbs	12,002 80	
										Cocoa	1,375 lbs.	275 00	
										Balsam tolu.....	775 lbs.	387 50	
										Copaiva	157 lbs.	62 80	
										Fustic.....	6,000 lbs	39 00	
										Divi divi.....	4,700 lbs.	716 00	
	5	.....	5	.....	5	.....	.....	.....	5	.....	...	56,296 55	
Quarter ended June 30, 1861.	1	Santa Martha....	1	Baracoa	1	General merchandise.....	.....		1	Ballast	.....	.....	Entered and cleared: 1 bark, 1 brig, 1 schooner—3. Agg'te tonnage entered: 691 and 49-95, and an English steamer 331 and 43-95 tons, purchased by an American citizen, sailed to procure United States register.
	1	Wilmington, N. C.	1	Cuba.....	1	....do.....	....		1	....do.....	.....	.....	
	1	Carthagena	1	New York.....	1	....do.....	.....		1	Hides	21,273 lbs.	2,409 41	
										Vegetable wool...	1,040 lbs.	112 00	
										Gum.....	270 lbs.	40 50	
										Fustic.....	40,000 lbs.	282 50	
										Coffee.....	2,000 lbs	240 00	
										Balsam copaiva..	104 lbs.	36 40	
										Sugar.....	10,066 lbs.	521 92	
	3	.....	3	.....	3	.....	.....	.....	3	.....		3,642 73	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
NEW GRANADA.											
SABANILLA.											
J. W. Magill.											
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
CARTAGENA.											
Albert Mathieu.											
Quarter ended December 31, 1860.	3	New York.....	3	New York.....	3	Not stated.....	.....	3	72 tons rubber, 203 tons fustic, 6 tons hides.	$42,700 00	Entered: 2 barks, 2 brigs, 1 schooner—5.
	1	Mobile	1	Rio Hacha.....	1	Lumber	.....	1	Lumber	.....	Cleared: 2 barks, 2 brigs, 1 schooner—5.
	1	Aspinwall	1	Matanzas	1	Ballast	.....	1	Cross-ties	5,000 00	Agg'te tonnage entered: 1,345 and 36-95.
	5	.....	5	.....	5	.....	.....	5	.....	47,700 00	
Quarter ended March 31, 1861.	4	New York.....	2	New York.....	2	Not reported.....	.....	2	General cargo.....	9,000 00	Entered and cleared: 1 bark, 1 brig, 5 schooners—7.
			1	Sabanilla.....	1	....do.....	.....	1	....do.....	800 00	Agg'te tonnage entered: 941 and 80-95.
			1	Bremen	1	Ballast	.....	1	....do.....	45,000 00	
	2	St. Thomas.....	1	Sabanilla.....	1	Not reported.....	.....	1	....do.....	.....	
			1	Aspinwall	1	....do.....	.....	1	Unknown	.....	
	1	Sabanilla.....	1	New York.....	1	Unknown.....	.....	1	General cargo.....	1,800 00	
	7	.....	7	.....	7	.....	.....	7	.....	56,600 00	
Quarter ended June 30, 1861.	3	New York.....	2	New York.....	2	Ballast	.....	2	Sundries	26,000 00	Entered: 1 steamer, 1 bark, and 2 schooners—5.
			1	Sabanilla.....	1	....do.....	.....	1	Part inward cargo.....	5,160 00	Cleared: 1 bark, 2 schooners and 1 in port—5.
	1	Aspinwall	1	In port	1	....do.....	.....	1	In port	.....	Agg'te tonnage entered: 875 and 36-95.
	4	.....	4	.....	4	.....	.....	4	.....	31,160 00	
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.

VENEZUELA.

MARACAIBO.

Robert H. Swift.

Nine months ended December 31, 1860.	1	Barbadoes	1	Philadelphia	1	Could not be obtained from the custom-house.		1	Coffee, hides, hats and skins	19,516 60	Entered: 12 barks, 8 brigs—20.
	13	St. Thomas	12	New York	11	do do		11	Coffee, hides, hats, skins, and balsam.	862,716 84	Cleared: 12 barks, 7 brigs—19, and 1 brig in port.
					1	do do		1	Fustic	2,922 09	Agg'te tonnage entered: 5,029.
			1	In port	1	do do		1	In port		
	3	Porto Cabello	3	New York	3	do do		3	Coffee, hides, hats, balsam, &c.	111,921 25	
	2	St. Croix	2	Philadelphia	2	do do		2	Coffee, hides, hats, and fustic.	15,518 12	
	1	Curaçoa	1	New York	1	do do		1	Fustic	2,100 00	
	20		20		20			20	Venezuelan currency	1,014,694 90	
									At exchange of 1.33¾ for 100 United States currency.	256,044 38	
									United States currency	758,650 52	
Quarter ended March 31, 1861.	1	In port	1	Not reported	1			1	Coffee, hides, and balsam	71,235 66	Entered: 3 barks, 2 brigs, and 1 schooner, and 1 in port.
	3	St. Thomas	3	New York	3	Flour, dry goods, provisions		3	do do	234,401 26	Cleared: 3 barks, 2 brigs, and 1 schooner.
	1	Laguayra	1	do.	1	Ballast		1	Fustic	2,012 33	Agg'te tonnage entered: 1,510.
	1	Porto Cabello	1	do	1	Flour, dry goods, provisions		1	Coffee, hides, and balsam	50,495 72	
	1	Curaçoa	1	do.	1	Ballast		1	Fustic	2,253 28	
	7		7		7			7	Venezuelan currency	360,398 25	
									At 1.33¾ for 100 U. S. currency.	90,941 60	
									United States currency	269,456 65	
Quarter ended June 30, 1861.	2	New York	2	New York	2	Flour, provisions, dry goods		2	Coffee and hides, &c.	160,214 21	Entered: 4 barks and 2 brigs—6.
	2	St. Thomas	1	do.	1	do do		1	do do	66,897 51	Cleared: 4 barks, 1 brig—5, and 1 in port.
			1	In port	1	do do		1	In port		Agg'te tonnage entered: 1,663.
	1	Pernambuco	1	Philadelphia	1	do do		1	Coffee	79,913 63	
	1	Laguayra	1	New York	1	do do			Coffee and hides	56,772 98	
	6		6		6			6	Venezuelan currency	363,798 33	
									At 1.33¾ for 100 U. S. currency.	91,799 60	
									United States currency	271,998 73	
Quarter ended September 30, 1861.	1	In port	1	Not reported	1			1	Coffee and hides	66,540 81	Entered: 4 barks, 1 brig—5, and 1 in port.
	3	St. Thomas	3	New York	3	Flour, provisions, dry goods		3	Coffee, hides, skins, cocoanuts, and fustic.	123,356 78	Cleared: 4 barks, 2 brigs—6.
	1	Laguayra	1	Philadelphia	1	do do		1	Ballast		Agg'te tonnage entered: 1,395

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
VENEZUELA.											
MARACAIBO.											
Robert H. Swift.											
Quarter ended September 30, 1861—Cont'd.	1	Porto Cabello....	1	New York.....	1	Flour, provisions, dry goods...	.....	1	Coffee, hides, &c.....	$60,665 99	
	6	.....	6	.....	6	.....	.....	6	Venezuelan currency.....	250,563 58	
									At 133⅓ for 100 U. S. currency..	63,226 32	
									Equal to.....	187,337 26	
PUERTO CABELLO.											
Joseph Castel.											
Quarter ended December 31, 1860.	2	In port	2	Not reported.....	2	In former return.....	....	2	Coffee, 2,957 bags, 320,200 lbs.	39,677 56	Entered: 4 barks, 1 brig, and 2 schooners—7, and 2 in port.
									Hides, 2,000, 46,721 lbs..	7,120 11	
									Hide cuttings, 1,220 lbs.....	32 97	Cleared: 5 barks, 2 brigs, and 2 schooners—9.
									Bitters, 2 boxes.....	22 33	
	3	New York.....	1	New York.....	1	Flour, 450 bbls.; tobacco, 50 boxes; corn meal, 20 bbls.; white pine boards, 766; provisions and sundries.	$3,517 44	1	Hides, 2,500, 54,810 lbs.....	8,295 38	Aggregate tonnage entered: 1,746 63-95.
									Coffee, 1,350 bags, 148,500 lbs.	18,652 70	
			1	Barcelona.....	1	Rosin and tar, 40 bbls; butter, 150 kegs; staves, white oak, 1,200; rope, manila, 58 coils, herrings, 100 boxes; candles, tallow, 200 boxes; dry goods, hardware, &c.	3,824 26	1	Ballast.....	.....	
			1	Bonaire...	1	Ice.....	107 50	1	Ballast.....	.....	
	4	Philadelphia.....	4	Philadelphia.....	4	Flour, 1,649 bbls.; rice, 300 bags; beans, 300 bags; corn, 100 bags; pimento, 10 bags; brooms, 50 doz.; beef, 20 bbls.; soap, 1,990 boxes; butter, 250 kegs; candles, tallow, 200 boxes; tobacco, lump, 28 boxes; lard, 50 pails; tar, 16 bbls.; ivory combs, 320 doz.; rope, ma-	19,372 12	4	Coffee, 7,002 bags, 661,980 lbs.	95,202 84	
									Hides, 22,022, 494,574 lbs.....	77,594 06	
									Fustic, 60 tons.....	1,077 15	

						nila, 100 coils; dry goods, &c.					
	9		9		9		26,821 32	9	.....	*247,675 10	* Or $332,777.18 Venezuelan, at $1.34 36-100 for $1 U. States.
Quarter ended March 31, 1861.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
CIUDAD BOLIVAR. *John Wulff.*											
Quarter ended December 31, 1860.	8	New York.....	6	Not reported	8	Assorted cargoes.....	.....	6	72,664 hides, 4,717 deer skins, tonca beans, balsam copaiva, cigars, bitters, tobacco, copper, &c.	331,054 55	Entered: 2 steamers, 2 barks, 4 brigs, 2 schooners—10. Cleared: 1 steamer, 1 bark, 3 brigs, 2 schooners—7; 1 sold, and 2 in port.
			2	In port				2	In port	.....	
	2	Laguayra	2	Not reported....	2	Ballast	.....	2	1 sold, 1 sailed light.....	.....	Agg'te tonnage entered: 2,038.
	10	.....	10	.....	10	.....	.....	10	.....	331,054 55	
									At 74 42-100 equals in U. S. currency.	246,370 80	
uarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
LAGUAYRA. *E. De Sola, Vice-Consul.*											
Quarter ended December 31, 1860.	6	Philadelphia.....	5	Porto Cabello....	5	Flour, meal, grain, rice, hams, potatoes, butter, lard, soap, tallow, candles, tar, pitch, drugs, planks, tobacco, pepper, corn, paper, and sundries.	113,880 04	5	Hides, 9,913, 279,556 lbs.; coffee, 670 bags, 67,000 lbs.; wool, 16 bales, 2,698 lbs.; chocolate, 100 boxes; sweetmeats, &c.	69,233 58	Entered: 1 steamer, 5 barks, 2 brigs, 4 schooners—12. Cleared: 5 barks, 2 brigs, 4 schooners—11, and 1 sold. Agg'te tonnage entered: 2,904 and 51-95.
			1	....do.	1	Ballast	.....	1	Sold to government	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
VENEZUELA.											
LA GUAYRA.											
E. D. Sola, Vice-Consul.											
Quarter ended December 31, 1860—Cont'd.	1	Philadelphia.....	1	Bonaire	1	Corn, peas, beans, boards	$5,995 50	1	Ballast	.....	
	3	New York.....	3	Porto Cabello....	3	Assorted provis'ns and $5,000 American gold.	33,624 09	3	Coffee, 851 bags, 85,100 lbs.; hides, 4,891, 112,834 lbs.; chocolate, &c.	$38,499 66	
	1	Baltimore	1	Bonaire	1	Corn, beans, peas.....	7,160 00	1	Ballast	.....	
	1	Porto Cabello....	1	New York.....	1	Grain, rice, bran, and cheese.	534 00	1	Coffee, 300 bags, 30,000 lbs.; hides, 401, 11,494 lbs.; chocolate, bitters, &c.	6,846 16	
	12	.....	12	.....	12	U. S. currency.....	161,193 63	12	Venezuelan currency ...	114,579 40	
									At exchange of 133¼ for 100 U. S. currency—less	28,912 56	
									U. S. currency.....	85,666 84	
Quarter ended March 31, 1861.	7	New York	4	Porto Cabello....	4	Flour, grain, rice, rosin, tobacco, lard, paper, dry goods, drugs, lumber, cigars, cassia, fire-crackers, codfish, and assorted provisions; American gold, $10,000.	52,000 00	1	1,000 bags coffee, 100,000 lbs..	16,241 00	Entered and cleared: 7 barks, 2 brigs, 6 schooners—15.
									542 bags coffee, 54,200 lbs.....	8,801 23	
								3	Took no cargo here	.....	Agg'te tonnage entered: 3,553 and 24-95.
			1	Maracaibo.....	1	Hams, flour, candles, rice, lard, tobacco, rope, grain, figs, raisins, and pepper.	10,000 00	1	....do.....do.....	.....	
			1	Barcelona	1	Lard, butter, ice, hams, pork, grain, codfish, straw paper, pepper, teas, figs, and fire-crackers.	5,800 00	1	Light.....	.....	
			1	Trinidad de Cuba	1	Rice, flour, provisions, seeds, and paper cigars.	9,000 00	1	Light.....	.....	
	7	Philadelphia.....	7	Porto Cabello....	7	Flour, tobacco, grain, lumber,	116,890 00	7	31 bags coffee, 2,110 lbs.....	105 50	

						machinery, tallow, lard, hams, seed, sugar, cigars, dry goods, beans, copper, pepper, cassia, fire-crackers.			40 bags coffee, 4,000 lbs.....	683 26	
									2,220 hides, 70,151 lbs	13,865 43	
									1,538 hides, 39,343 lbs	7,290 02	
									1,704 hides, 37,580 lbs	7,561 75	
									1,534 hides, 45,772 lbs	7,775 34	
									3,752 hides, 105,041 lbs.....	21,039 58	
									600 bags coffee, 60,000 lbs....	10,031 90	
									521 bags coffee, 52,100 lbs....	8,408 68	
									160 bags coffee, 16,000 lbs....	2,764 30	
									380 hides, 11,632 lbs.....	2,182 72	
									470 hides, 14,888 lbs.....	2,783 82	
									2 boxes chocolate	30 00	
	1	St. Thomas.....	1	Porto Rico.....	1	Coal.....	Unknown ...		Light.....	.....	
	15	.....	15	....	15	U. S. currency...	93,690 00	15	Venezuelan currency....	109,564 53	
									At exchange of 133⅓ for 100 U. S. currency—less	27,647 15	
									U. S. currency.....	81,917 38	
Quarter ended June 30, 1861.	.....	No return	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
BRAZIL. RIO DE JANEIRO. *Richard C. Parsons.*											
Quarter ended December 31, 1860.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	1	Kennebunk.....	1	In port	1	Not reported.....	.....	1	In port	.....	Entered: 1 steamer, 17 ships, 36 barks, 11 brigs, 12 schooners—77.
	2	Boston	2	New York.....	2	Ice and sundries	14,000 00	1	Coffee, 16,198 bags.....	259,168 00	
	10	New York.....	6	....do	6	Flour, 6,128 bbls., and sundries	125,282 00	6	Coffee, 19,456 bags.....	311,296 00	
			1	St. Thomas.....	1	Flour. &c., 2,750 bbls	40,000 00	1	Coffee, 6,604 bags.....	105,664 00	Cleared: 5 ships, 15 barks, brigs, 8 schooners—35, and 2 sold and 40 in port.
			3	In port	2	Flour, &c., 4,263 bbls	60,000 00	2	In port	.....	
					1	Ballast	.....	1	....do	.....	
	2	Philadelphia	2	New York.....	2	Flour, 4,800 bbls.	60,000 00	2	Coffee, 8,750 bags.....	140,000 00	Agg'te tonnage entered: 35,040.
	7	Baltimore	1	....do	1	Flour, 2,272 bbls.	28,000 00	1	Coffee, 3,687 bags.....	58,992 00	
			1	Philadelphia	1	Flour, 1,500 bbls.	21,000 00	1	Coffee, 3,470 bags...	55,520 00	
			4	Baltimore	4	Flour, 4,275 bbls, and sundries and lumber.	113,000 00	4	Coffee, 15,400 bags..	246,400 00	
			1	Hampton Roads..	1	Flour, 2,900 bbls.....	36,000 00	1	Coffee, 3,000 bags.....	48,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRAZIL.											
RIO DE JANEIRO.											
Richard C. Parsons.											
Quarter ended June 30,	4	Baltimore.....	3	In port	3	Flour, 8,721 bbls.	$101,000 00	3	In port	....	
1861—Continued.			1	United States....	1	Flour, 1,539 bbls.	17,500 00	1	Coffee, 2,300 bags.....	$36,800 00	
	8	Richmond	2	New York.... ..	2	Flour, 2,300 bbls.; jerked beef, 155 bbls., and sundries.	42,430 00	2	Coffee, 10,603 bags.....	169,648 00	
			1	Hampton Roads..	1	Flour, 3,075 bbls	36,000 00	1	Coffee, 5,112 bags	81,792 00	
			1	Europe.....	1	Flour, 3,330 bbls.	38,000 00	1	Coffee, 2,310 bags.....	36,960 00	
			1	Sold	1	Flour, 1,651 bbls.	19,000 00	1	Sold	.....	
			3	In port	3	Flour, 6,850 bbls.	85,000 00	3	In port	.....	
	1	Wilmington, N. C.	1	....do	1	Lumber.....	6,700 00	1	....do.....	....	
	2	Savannah	2	....do	2	....do.....	16,000 00	2	....do.....	.....	
	3	Charleston	3	....do	3	....do.....	24,400 00	3	....do.....	.....	
	2	Darien, Ga.....	1	New York.....	1	....do.....	7,000 00	1	Coffee, 3,915 bags	62,640 00	
			1	In port	1	....do.....	10,000 00	1	In port	.....	
	2	Jacksonville, Fla	2	....do	2	....do.....	15,000 00	2	....do.....	.....	
	1	Pensacola	1	Boston	1	...do.....	8,000 00	1	Coffee, 4,000 bags	64,000 00	
	1	New Orleans	1	In port	1	Flour, 2,657 bbls.	31,700 00	1	In port	.....	
	4	Pernambuco.....	1	New York.....	1	Ballast	.....	1	Coffee, 3,800 bags	60,800 00	
			1	Philadelphia	1	....do.....	.....	1	Coffee, 2,761 bags	44,171 00	
			2	In port	2	...do	.. ..	2	In port	.....	
	1	Rio Grande.....	1	Sold	1	Hides, &c.	Unknown....	1	Sold.	.....	
	3	Montevideo	1	Cape Verd.....	1	Jerked beef, &c.....	....do	1	Ballast	.....	
			2	In port	2	Sundries.....	...do	2	In port	.....	
	3	Pacific	1	New York.....	1	Guano.....	....do	1	Inward cargo	.....	
			2	In port	2	.. do.....	....do	2	In port	....	
	2	London	2	...do	2	Sundries.....	....do	2	....do	.....	
	6	Liverpool	1	New Orleans	1	Coal, 681 tons.....	....do	1	Coffee, 6,500 bags	104,000 00	
			1	Callao.....	1	....do.....	....do	1	Ballast	.....	
			4	In port	4	....do.....	....do	4	In port	....	
	3	Cardiff	3	...do	3	....do.....	....do	3	....do.....	.....	
	1	Newport	1	....do	1	...do	....do	1	....do.....	.....	
	1	Shields.....	1	....do	1	....do.....	....do	1	....do.....	....	
	1	Falmouth	1	....do	1	Sundries.....	....do	1	....do.....	.....	
	1	Glasgow.....	1	...do	1	....do.....	.. .do	1	....do.....	.....	
	1	Port Vendres, Fr..	1	Europe	1	Wine and salt.....	....do	1	Coffee, 4,214 bags	67,424 00	

	1	Marseilles	1	In port	1	do	do	1	In port			
	3	Boston, (omit'd)	1	Bahia	1	Flour, 2,987 bbls., and jerked beef, &c.	Not given	1	Ballast			
			1	Calcutta	1	Not landed		1	Inward cargo			
			1	California	1	do		1	do			
	77		77		77		855,012 00	77		1,953,275 00		
Quarter ended September 30, 1861.	41	In port	41	Not reported	41	In last quarter		41	Not reported		Entered: 1 steamer, 17 ships, 36 barks, 23 brigs, 6 sch'rs—83, and 41 in port.	
	2	Eastport	2	In port	2	Lumber, 383,305 feet		2	In port			
	1	Machias	1	do	1	Lumber, 281,800 feet		1	do			
	4	Bangor	1	Bangor	1	Lumber, 206,623 feet		1	Ballast			
			2	New York	2	Lumber, 447,560 feet		2	do			
			1	In port	1	Lumber, 200,000 feet		1	In port			
	4	Boston	1	Valparaiso	1	Ballast		1	Ballast			
			1	India	1	General cargo, (unknown)		1	Inward cargo		Cleared: 2 steamers, 22 ships, 41 barks, 21 brigs, 8 sch'rs—94, and 30 in port.	
			1	Condemned & sold	1	Not stated		1	Condemned and sold			
			1	In port	1	Lumber		1	In port			
	1	Newport, R. I.	1	United States	1	Lumber, 56,405 feet		1	Coffee, 410 bags			
	13	New York	1	New York	1	Flour, 1,631 barrels		1	Ballast			
			1	Baltimore	1	Flour, 2,150 barrels		1	do			
			1	Hampton Roads	1	Lumber, 193,454 feet		1	do			
			1	United States	1	Flour, 5,806 barrels		1	Coffee, 5,000 bags			
			1	St Thomas	1	Flour, 2,950 barrels		1	Ballast			
			1	Sold	1	Flour, 1,109 barrels		1	Sold			
			7	In port	3	Flour, 9,540 barrels		7	In port		Agg'te tonnage entered: 38,497.	
					2	Lumber, 475,460 feet						
					2	General cargo, (unknown)						
	6	Philadelphia	2	New York	2	Flour, 5,266 barrels		1	Coffee, 2,825 bags			
								1	Ballast			
			2	Philadelphia	2	Flour, 4,064 barrels		2	do			
			1	Baltimore	1	Flour, 2,209 barrels		1	Coffee, 3,379 bags			
			1	In port	1	Flour, 1,500 barrels		1	In port			
	15	Baltimore	2	New York	2	Flour, 5,532 barrels		2	Coffee, 4,730 bags			
			5	Baltimore	5	Flour, 14,761 barrels		5	Coffee, 8,458 bags			
			1	United States	1	Flour, 2,667 barrels		2	Coffee, 2,526 bags			
			1	Hampton Roads	1	Flour, 3,638 barrels		1	Coffee, 3,050 bags			
			1	St. Thomas	1	Flour, 1,381 bbls.; and lumber		1	Ballast			
			1	Montevideo	1	Flour, 3,150 barrels		1	do			
			1	River Plata	1	Flour, &c		1	Inward cargo			
			3	In port	3	Flour, 8,184 barrels		3	In port			
	1	Richmond	1	New York	1	Flour, 2,752 barrels		1	Ballast			
	1	Charleston	1	do	1	Lumber, 141,835 feet		1	Coffee, 150 bags			
	5	Liverpool	1	London	1	Coal, 1,150 tons		1	Ballast			
			1	India	1	Coal, 1,243 tons		1	do			
			1	Pacific	1	Ballast		1	do			
			2	In port	2	Coal		2	In port			
	1	Newcastle	1	do	1	Coal, 1,102 tons		1	do			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED
BRAZIL.											
RIO DE JANEIRO.											
Richard C. Parsons.											
Quarter ended September 30, 1860—Cont'd.	2	Newport, Engl'd	1	Portland	1	Coal, 1,150 tons		1	Ballast		
			1	In port	1	Coal, 1,800 tons		1	In port		
	5	Cardiff	1	New York	1	Coal, 387 tons		1	Ballast		
			4	In port	3	Coal, 3,423 tons		3	In port		
					1	Coal		1	....do		
	1	Bristol, England	1	....do	1	Coal, 366 tons		1	....do		
	1	Swansea	1	....do	1	Coal, 396 tons		1	....do		
	1	Glasgow	1	Australia	1	General cargo		1	Inward cargo		
	2	Marseilles	1	Santos	1	....do		1	....do		
			1	In port	1	Salt		1	In port		
	2	Lisbon	1	Santos	1	Salt		1	Inward cargo		
			1	New York	1	Salt, wine, &c		1	Ballast		
	1	Antwerp	1	United States	1	General cargo		1	....do		
	1	Trieste	1	In port	1	Flour, 2,427 barrels		1	In port		
	3	Cape Verd	1	Santos	1	Salt, &c		1	Inward cargo		
			1	Not stated	1	....do		1	....do		
			1	Sold	1	....do		1	Sold		
	2	Pernambuco	1	Philadelphia	1	Flour, 1,475 barrels		1	Ballast		
			1	In port	1	Ballast		1	In port		
	2	Bahia	1	New York	1	....do		1	Ballast		
			1	In port	1	Flour, 3,506 barrels		1	In port		
	3	Montevideo	1	Boston	1	General cargo		1	Inward cargo		
			1	Montevideo	1	Horses, sheep, &c		1	Salt, &c		
			1	Baltimore	1	Ballast		1	Ballast		
	2	Buenos Ayres	1	New York	1	Paper, 1,500 reams		1	....do		
			1	Europe	1	Ballast		1	...do		
	1	River Plata	1	Baltimore	1	....do		1	Coffee, 500 bags		
	124		124		124		$1,005,682 00	124		$858,784 00	
PERNAMBUCO.											
Richard A. Edes.											
Quarter ended December 31, 1860.	3	In port	1	Falmouth	1	*Rice, 21,680 bags	100,000 00	1	Inward cargo	100,000 00	Entered: 1 ship, 10 barks, 4 brigs, 1 schooner—16, and 3 in port.
			1	Not stated	1	*Unknown		1	Unknown		

			1	Philadelphia	1	*Flour, 1,500 bbls	15,000 00	1	Sugar, 1,000 bags	8,295 97	Cleared: 2 ships, 11 barks, 4 brigs, 1 schooner—18, and 1 (brig) in port.
	1	Boston	1	Hampton Roads.	1	Ice and sundries, 233 tons	932 00	1	Sugar, 4,300 bags	32,333 52	
	1	New York	1	In port	1	Flour, 1,071 bbls	8,568 00	1	In port		
	5	Philadelphia	2	Philadelphia	2	Flour, rosin, &c., 4,510 bbls	42,968 80	2	Sugar, 6,100 bags; hides, 3,440.	55,523 31	Agg'te tonnage entered: 5,491 and 75-95.
			1	Delaware Breakwater.	1	Flour, rosin, &c., 2,000 bbls	16,500 00	1	Sugar, 4,000 bags	27,709 44	
			2	Rio de Janeiro	2	Flour, 4,730 bbls	42,978 00	1	Ballast		*Not given in the former return.
	1	Baltimore	1	....do	1	Flour, 2,450 bbls	24,500 00	1	Part of inward		
	1	Richmond	1	....do	1	Flour, 3,350 bbls	33,500 00	1	....do	8,200 00	
	1	New Orleans	1	....do	1	Flour, rosin, &c., 1,580 bbls	10,636 56	1	Part of inward, viz: 400 bbls. rosin.	1,152 00	
						Flour and sundries, 400 bbls	1,152 00				
	1	Mazatlan	1	Falmouth	1	Copper ore, &c		1	Inward cargo		
	1	Swansea	1	St. Thomas	1	Coals, 500 tons	3,000 00	1	Ballast		
	1	Cardiff	1	Hampton Roads	1	Coals, 300 tons	1,800 00	1	....do		
	1	Bristol	1	New Orleans	1	Unknown		1	....do		
	1	Buenos Ayres	1	Cadiz	1	Ballast		1	....do		
	1	Cruising	1	Cruising	1	Whale oil		1	Whale oil		
	19		19		19		301,535 36	19		233,214 24	
Quarter ended March 31, 1861.	1	In port	1	Hampton Roads	1	Reported before		1	Coffee, 2,760 bags; hides, 3,000.	31,904 53	Entered: 3 ships, 6 barks, 7 brigs—16, and 1 in port.
	1	St. John's, N. F.	1	....do	1	Codfish, 2,375 drums	17,525 00	1	Ballast		Cleared: 3 ships, 4 barks, 8 brigs—15, and 2 in port.
	2	New York	2	Rio de Janeiro	2	Flour, 1,911 bbls	20,065 50	2	....do		Agg'te tonnage entered: 6,469 and 5-95.
	4	Philadelphia	2	Philadelphia	1	Flour, 1,500 bbls	18,000 00	1	Sugar, 2,000 bags	13,946 59	
					1	Flour, 2,170 bbls	23,870 00	1	Ballast		
			1	Rio de Janeiro	1	Flour, 3,117 bbls	37,440 00	1	....do		
			1	In port	1	Flour, 2,300 bbls	26,450 00	1	In port		
	4	Richmond	2	Rio de Janeiro	2	Flour, 5,100 bbls	61,815 00	2	Ballast		
			1	St. Thomas	1	Flour, 2,366 bbls	28,392 09	1	....do		
			1	In port	1	Flour, 4,150 bbls	45,65[illegible] 00	1	In port		
	1	Wilmington	1	Boston	1	Lumber, 110,554 feet	3,73[illegible] 39	1	3,548 hides	10,176 95	
									Sugar, 2,900 bags	18,560 70	
	1	Rio de Janeiro	1	New Orleans	1	Coffee, 4,305 bags		1	Inward cargo		
	1	Montevideo	1	New York	1	Hides		1	Part inward cargo		
	1	Buenos Ayres	1	Galveston	1	Mules, horses, cows, &c.	1,733 00	1	Ballast		
	1	Honolulu	1	Hampton Roads	1	Guano, 700 tons		1	Inward cargo		
	17		17		17		284,678 89	17		74,588 77	
Quarter ended June 30, 1861.	2	In port	2	Rio de Janeiro	2	In former return		2	Flour, 1,650 barrels; sugar, 4,000 bags.	43,360 00	Entered: 1 steamer, 3 ships, 10 barks, 2 brigs—16, and 2 in port.
	1	Harbor Grace, N.F.	1	Liverpool	1	Codfish, 3,274 drums	22,918 00	1	Sugar, 3,580 bags	24,857 00	Cleared: 1 steamer, 3 ships, 11 barks, 2 brigs—17, and 1 in port.
	1	Boston	1	Maceio, Brazil	1	Ice, 200 tons	8,500 00	1	Ballast		
	2	New York	1	St. Thomas	1	Flour, 2,723 bbls	34,037 00	1	....do		Agg'te tonnage entered: 6,263 and 11-95.
			1	New York	1	Sundries, (assorted)	31,000 00	1	....do		
	3	Philadelphia	2	Philadelphia	2	Flour, 5,231 bbls	66,868 00	2	Sugar, 1,200 bags; hides, 4,406.	13,608 00	
			1	Maracaibo	1	Flour, 1,800 bbls	21,700 00	1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRAZIL.											
PERNAMBUCO.											
Richard A. Eades.											
Quarter ended June 30, 1861—Continued.	2	Philadelphia.....	2	Rio de Janeiro....	2	Flour, 4,891 bbls.....	$59,683 00	2	Ballast	.....	
	1	Baltimore	1	....do.....	1	Flour, 3,350 bbls.....	4 ,225 00	1	...do.....	.....	
	1	St. Thomas	1	....do.....	1	Ballast	.....	1	....do.....	.....	
	1	London	1	Calcutta.....	1	Railroad iron	.....	1	Railroad iron	....	
	1	Montevideo	1	English channel..	1	Ballast	.....	1	Sugar, 7,000 bags....	$34,750 00	
	2	Pacific ocean....	2	New Bedford....	2	Whale oil	.....	2	Whale oil	.....	
	1	Tallahuano.....	1	In port	1	....do.....	70,000 00	1	In port	.....	
	18	.....	18	.....	18	.....	359,931 00	18	.....	116,575 00	
Quarter ended September 30, 1861.	1	In port	1	Condemned	1	In former return	.....	1	Condemned	.....	Entered: 8 barks, 3 brigs, 2 schooners—13, and 1 in port. Cleared: 7 barks, 2 brigs, 2 schooners—11, and 1 sold, 1 condemned, and 1 in port. Agg'te tonnage entered: 3,952 and 79-95.
	2	Boston	1	Rio de Janeiro...	1	1,982 barrels flour, lumber, and oil.	21,820 00	1	1,982 barrels flour	21,120 00	
			1	Turk's Island....	1	1,698 barrels flour, lumber, oil, and sundries.	26,778 00	1	Ballast	.....	
	1	New York.....	1	Sold	1	1,465 barrels flour.....	15,650 00	1	Vessel sold and took Brazilian flag.	.....	
	5	Philadelphia	2	Philadelphia.....	2	5,297 barrels flour and sundries	71,323 00	2	Ballast	.....	
			3	Rio de Janeiro...	3	8,817 barrels flour	106,512 00	3	Part of inward cargo, viz: 4,781 barrels flour.	60,712 00	
	2	Baltimore	2	St. Thomas.....	2	2,511 barrels flour	25,481 00	2	Ballast	.....	
	1	Pensacola	1	Barbadoes	1	172,000 feet lumber.....	8,600 00	1	....do.....	....	
	1	Cardiff	1	In port	1	520 tons coal.....	5,000 00	1	In port	.....	
	1	New Zealand...	1	New Zealand....	1	1,900 bbls. sperm and whale oil.	80,000 00	1	Inward cargo	80,000 00	
	14	.....	14	.....	14	.....	361,164 00	14	.....	161,832 00	
PARA.											
Eben. G. Bailey.											
Quarter ended December 31, 1861.	1	In port	1	Condemned	1	Before reported	.....	1	Condemned	.....	Entered: 6 brigs, 4 sch'rs—10, and 1 in port.
	2	Salem.....	1	Salem.....	2	700 barrels flour and general merchandise.	16,746 00	1	Rubber and hides	3,094 00	
			1	In port				1	In port	.....	

	1	New Haven	1	New Haven	1	500 barrels flour and 176 packages goods.	25,080 00	1	Rubber, nuts, and sundries ...	32,011 00	Cleared: 6 brigs, 3 schooners, 1 sold—10, and 1 in port.
	7	New York.....	7	New York.....	7	2,797 bbls. flour and 953 packages dry goods and sundries.	157,682 00	7	....do..... .....do.....	223,209 00	Agg'te tonnage entered: 1,679.
	11	.....	11	....	11	.....	199,508 00	11	.....	258,314 00	
Quarter ended March 31, 1861.	1	In port	1	Salem.....	1	In former return	.....	1	Rubber, 974 arrobas; hides, 14,164; and sundries.	15,287 00	Entered: 4 brigs, 2 schooners—6, and 1 in port.
	1	New Haven	1	In port	1	599 bbls. flour and 95 packages dry goods and sundries.	19,544 00	1	In port	.....	Cleared: 3 brigs, 2 schooners—5, and 2 in port.
	5	New York.....	4	New York.....	5	2,675 bbls. flour and 533 packages dry goods and sundries.	117,158 00	4	Rubber, 4,037 arrobas; nuts, 1,830 alquieres, & sundries.	62,628 00	Agg'te tonnage entered: 1,101.
			1	In port	.....	.....	.....	1	In port	.....	
	7	.....	7	.....	7	.....	136,702 00	7	.....	77,915 00	
Quarter ended June 30, 1861.	2	In port	1	New Haven	1	In former return	.....	1	Rubber, 400 arrobas, &c.....	5,920 00	Entered: 2 barks, 7 brigs, 3 schooners—12, and 2 in port.
			1	New York.....	1	....do.....	.....	1	Nuts, rubber, &c.....	3,950 00	
	9	New York.....	7	....do	7	3,216 bbls. flour, 300 pairs shoes, 343 doz. hardware, &c.	81,351 00	7	Rubber, nuts, and sundries....	180,890 00	Cleared: 1 bark, 7 brigs, 3 schooners—11, and 3 in port.
			2	In port	2	1,300 bbls. flour and sundries..	30,769 00	2	In port	.....	Agg'te tonnage entered: 2,354.
	1	New Haven	1	New Haven	1	500 bbls. flour and sundries ...	7,613 00	1	Rubber, nuts, and sundries....	21,169 00	
	1	Liverpool	1	Mexico.....	1	275 tons coal.....	1,000 00	1	Ballast	.....	
	1	Fiume	1	NewHaven, in port	1	1,650 bbls. flour and sundries..	14,500 00	1	In port	.....	
	14	.....	14	.....	14	.....	135,233 00	14	.....	211,929 00	
Quarter ended September 30, 1861.	3	In port	1	New Haven.....	1	In last return	.....	1	Ballast	.....	Entered: 3 brigs, and 3 in port.
			2	New York.....	2	....do.....	.....	2	Rubber, balsam, and sundries.	61,329 90	Cleared: 1 bark, 3 brigs, 1 schooner—5, and 1 in port.
	3	New York.....	2	....do.	2	1,200 bbls. flour and sundries..	35,765 79	2	....do..... ....do.....	33,004 20	
			1	In port	1	400 bbls. flour and sundries....	4,394 41	1	In port	.....	Agg'te tonnage entered: 611.
	6	.....	6	....	6	.....	40,160 20	6	.....	94,334 10	
MARANHAM. *W. H. McGrath.*											
Quarter ended December 31, 1860.	2	New York.....	2	New York, *via* Para.	2	Flour, lard, biscuit, horns, hardware, domestics, &c.	29,533 43	2	Dry salt hides, 3,554, old copper, &c.	13,620 00	Entered and cleared: 1 brig and 1 schooner, (regular traders.)
	2	.....	2	.....	2	.....	29,533 43	2	.....	13,620 00	Aggregate tonnage entered: 392 42-95.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. INWARD. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRAZIL.											
MARANHAM.											
W. H. McGrath.											
Quarter ended March 31, 1861.	2	New York.....	2	New York, *via* Para.	2	Horns, hardware, domestics, flour, &c.	$23,890 45	2	Part inward cargo.....	$19,000 00	Entered and cleared: 1 brig and 1 schooner, (regular traders.)
									Dry salt hides.....	5,600 00	
	2	.....	2	.....	2	.....	23,890 45	2	.....	24,600 00	Aggregate tonnage entered: 392 and 42-95.
Quarter ended June 30, 1861.	4	New York.....	1	New York.....	1	Flour, 200 bbls.; rosin, 250 bbls.; domestics, 36 cases; and sundries.	7,848 95	1	Ox and cow hides, 2,208.....	7,587 00	Entered and cleared: 1 bark, 2 brigs, 2 schooners—5.
			3	New York, *via* Para.	3	Flour, 1,762 bbls.; rosin, 300 bbls.; codfish, 100 drums; soda biscuit, 600 tins; paper, 3,000 reams; domestics, 81 cases; lard, 50 kegs; ice, 22 tons; ploughs, 36, &c.	34,790 94	1	Ox hides, 243	1,200 00	Aggregate tonnage entered: 982 and 72-95.
									Specie	2,000 00	
								1	Not reported.....	.....	
								1	Ballast.....	.....	
	1	Fiume, Austria ..	1	Para.....	1	Flour, 832 bbls.	9,152 00	1	Not reported.....	.....	
	5	.....	5	.....	5	.....	51,791 89	5	.....	10,787 00	
Quarter ended September 30, 1861.	2	New York.....	2	New York, *via* Para.	2	Flour, 1,110 bbls.; rosin, 150 bbls.; tobacco, 4 hogsh'ds; paper, 2,600 reams; lard, 20 kegs; crackers, 150 tins; domestics and plaids, 100 cases; ice, 33 tons; and assorted merchandise.	32,862 13	1	Part of inward cargo.....	5,000 00	Entered and cleared: 2 brigs.
								1	Ballast.....	.....	Aggregate tonnage entered: 380 and 80-95.
	2	.....	2	.....	2	.....	32,862 13	2	.....	5,000 00	
BAHIA.											
J. S. Gillmer.											
Quarter ended December 31, 1860.	5	In port	1	New York.....	1	.....	.....	1	Ballast	.....	Entered: 3 ships, 4 barks, 2 brigs, 2 schooners—11, and 5 in port.
			1	New Orleans	1	.....	.....	1	....do.....	.....	

			1	Mobile	1			1	Inward cargo	4,800 00	Cleared: 6 ships, 4 barks, 2 brigs,
			1	Rio de Janeiro	1			1	Ballast		2 schooners—14, and 2 in port.
			1	In port	1			1	In port		Agg'te tonnage entered: 4,727.
	2	Boston	1	New York	1	Lumber	2,200 00	1	Rosewood, 558 logs	7,885 00	
			1	In port	1	Ice and apples	700 00	1	In port		
	1	New York	1	Melbourne	1	Unknown		1	Inward cargo		
	2	Baltimore	1	New York	1	Flour and sundries, 1,824 bbls.	11,519 00	1	Sugar and hides	23,736 00	
			1	Rio de Janeiro	1	Flour and sundries, 1,000 bbls.	20,897 00	1	Part of inward	2,897 00	
	3	Richmond	3	do	3	Flour, 9,570 bbls.	80,391 00	2	Ballast		
								1	Part of inward, 1,690 bbls.	14,050 00	
	1	London	1	New Orleans	1	Railway sleepers	Not given	1	Ballast		
	1	Cardiff	1	Mobile	1	Coal, 1,800 tons	do	1	do		
	1	Whaling	1	Whaling	1	Sperm oil, 50 bbls	2,440 00	1	Inward cargo	2,440 00	
	16		16		16		118,147 00	16		55,808 00	
Quarter ended March 31, 1861.	2	In port	1	Register cancelled	1	Reported before		1	Unseaworthy, register cancel'd		Entered: 1 ship, 3 barks, 2 brigs,
			1	Falmouth, (Eng.)	1	do		1	Hides, on foreign account		1 schooner—7, and 2 in port.
	2	New York	1	Rio de Janeiro	1	772 bbls. flour	10,080 00	1	Part inward cargo, 600 bbls.	4,000 00	Cleared: 1 ship, 3 barks, 2 brigs,
			1	In port	1	Sundries	Unknown	1	In port		1 schooner—7, and 1 unsea-
	1	Baltimore	1	Rio de Janeiro	1	3,641 bbls. flour	30,000 00	1	Inward cargo	30,000 00	worthy, and 1 in port.
	3	Richmond	3	do	3	11,700 barrels flour	92,465 00	3	4,950 bbls. flour	39,420 00	Agg'te tonnage entered: 3,300.
	1	Montevideo	1	Barbadoes	1	87 horses	8,700 00	1	87 horses	8,700 00	
	9		9		9		141,247 00	9		82,120 00	
Quarter ended June 30, 1861.	1	In port	1	Honolulu	1	Before reported		1	Inward cargo		Entered: 3 ships, 3 barks, 2 brigs—8, and 1 in port.
	1	New York	1	In port	1	1,394 bbls. flour and sundries.	24,000 00	1	In port		Cleared: 1 ship, 3 barks, 2 brigs—6, and 3 in port.
	1	Philadelphia	1	Rio de Janeiro	1	1,508 bbls. flour	10,500 00	1	Trieste flour, on foreign account.		Agg'te tonnage entered: 4,028.
	1	Baltimore	1	do	1	5,299 bbls. flour	42,400 00	1	1,765 bbls. flour	14,120 00	
	1	Richmond	1	do	1	3,750 bbls. flour	34,000 00	1	1,250 bbls. flour	11,250 00	
	1	Cardiff, England	1	In port	1	Coal, (foreign account)		1	In port		
	1	Newport, Engl'd	1	do	1	do do		1	do		
	2	de Janeiro	1	Hamburg	1	Ballast		1	Sugar and sundries, on foreign account.		
			1	Falmou , Engl'd	1	do		1	do do		
	9		9		9		110,900 00	9		25,370 00	
Quarter ended September 30, 1861.	3	In port	1	New York	1	In former return		1	Ballast		Entered: 1 ship, 3 barks, 1 brig, 3 schooners—8, and 3 in port.
			1	London	1	do do		1	Sugar, &c., (foreign account)		
			1	Rio de Janeiro	1	do do		1	Ballast		
	1	Boston	1	Boston	1	1,982 bbls. flour	15,009 00	1	do		Cleared: 3 ships, 3 barks, 2 brigs, 2 schooners—10, and 1 in port.
	1	New York	1	Rio de Janeiro	1	3,506 bbls. flour, &c	30,993 00	1	3,506 bbls. flour	28,193 00	
	2	Philadelphia	2	do	2	6,466 bbls. flour, &c	42,954 00	2	3,316 bbls. flour	21,477 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRAZIL.											
BAHIA.											
J. S. Gillmer.											
Quarter ended September 30, 1861—Cont'd.	2	Baltimore	1	Rio de Janeiro...	1	2,336 bbls. flour	$14,000 00	1	Inward cargo	$14,000 00	Agg'te tonnage entered: 2,684.
			1	In port	1	910 bbls. flour	5,992 00	1	In port	.....	
	1	Cardiff	1	New York.....	1	Coal, (foreign account)	.....	1	Ballast	.....	
	1	Whaling	1	Whaling	1	450 bbls. sperm and whale oil.	10,800 00	1	425 bbls. sperm and whale oil.	10,400 00	
	11	.....	11	.....	11	.....	119,748 00	11	.....	74,070 00	
RIO GRANDE DO SUL.											
G. F. Upton.											
Quarter ended December 31, 1860.	6	In port	1	Salem.....	1	In last report	.....	1	Hides, hair, &c.....	44,639 55	Entered: 1 bark, 3 brigs, 4 schooners—8, and 6 in port.
			3	New York.....	3	.....do.....	.....	3	Bone ash, 573 tons, and hides, wool, &c.	45,440 00	Cleared: 1 bark, 5 brigs, 3 schooners—9; 2 condemned, and 3 in port.
			1	Hampton Roads..	1	.....do.....	.....	1	Bone ash, 159 tons	2,000 00	
			1	Condemned	1	.....do.....	.....	1	Condemned.....	.....	
	3	New York.....	2	New York	2	Flour, lard, &c.....	41,686 00	2	Hides, hair, &c	78,576 00	Agg'te tonnage entered: 1,675.
			1	In port	1	..... do.....	19,415 00	1	In port	.....	
	1	Baltimore	1	....do.	1	. ...do.....	15,982 66	1	....do.....	.....	
	1	Richmond.....	1	New York.....	1	Flour, rice, &c.....	16,874 00	1	Hides, wool, &c.....	54,688 00	
	1	Montreal	1	In port	1	Coals.....	2,000 00	1	In port	.....	
	1	Lisbon	1	New York.....	1	Salt and wine.....	12,500 00	1	Bone ash, 210 tons	2,800 00	
	1	Cadiz	1	Condemned	1	Salt	500 00	1	Condemned.....	.....	
	14	.....	14	.....	14	.....	108,957 66	14	.....	228,143 55	
Quarter ended March 31, 1861.	3	In port	1	Montreal	1	Before reported	.....	1	Timber	5,600 00	Entered: 3 brigs and 1 schooner, and 3 in port.
			1	New York.....	1	.....do.....	.....	1	Hides, hair, &c.....	47,210 00	
			1	Sold	1	.....do.....	.....	1	Sold.....	.....	Cleared: 3 brigs, 1 sold, and 3 in port.
	2	New York.....	1	New York.....	1	Flour, lard, &c.....	13,316 00	1	Hides, hair, &c.....	21,500 00	
			1	In port	1	.....do.....	18,700 00	1	In port	.....	Agg'te tonnage entered: 806.
	1	Baltimore	1	....do.	1	.....do.....	25,695 00	1	....do.....	.....	

	1	Cape Verds	1	do	1	Salt	600 00	1	do			
	7		7		7		58,311 00	7		74,310 00		
Quarter ended June 30, 1861.	3	In port	1	Baltimore	1	Previously reported		1	Hides, hair, &c	41,592 75	Entered: 4 brigs, 4 schooners—8, and 3 in port.	
			1	Falmouth	1	do		1	do	47,500 00		
			1	Not stated	1	do		1	Not stated		Cleared: 4 brigs, 1 schooner—5; 2 sold, and 4 in port.	
	4	New York	1	New York	1	Lumber, &c	18,950 00	1	Hides, bones, &c	16,000 00		
			2	Sold	2	Flour and assorted provisions.	53,000 00	2	Sold		Agg'te tonnage entered: 1,411.	
			1	In port	1	do do	12,500 00	1	In port			
	2	Richmond	1	New York	1	do do	6,480 00	1	Hides and hair	8,500 00		
			1	In port	1	do do	12,338 11	1	In port			
	2	Cadiz	2	do	2	Salt	1,150 00	2	do			
	11		11		11		104,418 11	11		113,592 75		
Quarter ended September 30, 1861.		No return									No return.	
SANTOS. *Wm. T. Wright, jr.*												
Quarter ended December 31, 1860.	1	Baltimore	1	New York	1	Flour, codfish, &c.	14,000 00	1	Coffee, 2,700 bags	42,000 00	Entered: 2 barks and 1 schooner.	
	1	Glasgow	1	Rio de Janeiro	1	Railroad iron, &c.	Unknown.	1	Ballast		Cleared: 1 bark, 1 schooner, and 1 in port.	
	1	Newport, Eng.	1	In port	1	do	do	1	In port			
	3		3		3		14,000 00	3		42,000 00	Agg'te tonnage entered: 951 and 24-95.	
Quarter ended March 31, 1861.	1	In port	1	Cuba	1	Reported last quarter		1	Ballast		Entered: 1 bark, 1 brig, and 1 in port.	
	1	Rio de Janeiro	1	Gibraltar	1	Ballast		1	Coffee, 3,500 bags	59,000 00		
	1	Rio de la Plata	1	New York	1	do		1	Coffee, 5,000 bags	80,000 00	Cleared: 2 barks and 1 brig.	
	3		3		3			3		139,000 00	Agg'te tonnage entered: 985 and 6-95.	
Quarter ended June 30, 1861.	1	Baltimore	1	New York	1	Flour, 910 barrels; domestics, lumber, candles, &c.	13,000 00	1	Coffee, 2,100 bags	41,000 00	Entered: 2 barks and 2 brigs.	
	1	Rio de Janeiro	1	do	1	Stone ballast		1	Coffee, 3,519 bags	64,000 00	Cleared: 1 bark, 2 brigs, and 1 in port.	
	1	Cette	1	do	1	Salt	4,300 00	1	Ballast		Agg'te tonnage entered: 1,176 and 29-95.	
	1	Glasgow	1	In port	1	Railroad materials	Unknown	1	In port			
	4		4		4		17,300 00	4		105,000 00		
Quarter ended September 30, 1861.	1	In port	1	Maulmain	1	Given last quarter		1	Ballast		Entered: 3 barks, 1 schooner, and 1 in port.	
	1	Marseilles, *via* Rio de Janeiro.	1	In port	1	Salt	4,800 00	1	In port		Cleared: 1 bark, and 3 in port.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
BRAZIL.											
SANTOS.											
Wm. T. Wright, jr.											
Quarter ended September 30, 1861—Cont'd.	1	Isle of Maio.....	1	In port	1	Salt	$4,200 00	1	In port	.....	Agg'te tonnage entered: 1,142 and 91-95.
	1	Salt Island	1	....do	1	Salt	1,900 00	1	....do	.....	
	4	.....	4	.....	4	....	10,900 00	4	.....	.....	
PERU.											
CALLAO.											
William Trevitt.											
Quarter ended December 31, 1860.	2	Boston	2	United States....	2	Ice and general cargo	125,000 00	2	Guano, 2,100 tons.....	$63,000 00	Entered: 36 ships, 1 schooner, 7 barks, 1 sloop—45.
	2	New York.....	2	....do	2	General merchandise..... ..	200,000 00	2	Guano, 2,650 tons.....	79,500 00	
	1	Philadelphia. ...	1	Europe	1	Coal, 719 tons.....	12,223 00	1	Guano, 900 tons.....	27,000 00	Cleared: 36 ships, 1 schooner, 7 barks, 1 sloop—45.
	3	Cardiff	3	....do	3	Coal, 3,921 tons	64,427 00	3	Guano, 3,550 tons.....	106,500 00	
	2	Rio de Janeiro...	1	United States....	1	Ballast	.....	1	Guano, 1,600 tons.....	48,000 00	Agg'te tonnage entered: 40,762.
			1	Europe	1	....do.....	.....	1	Guano, 1,750 tons.....	52,500 00	
	5	Cruise	5	Cruise	5	Oil, 3,850 barrels	209,600 00	5	Inward cargo	209,600 00	
	11	Melbourne	4	United States....	4	Ballast	.....	4	Guano, 5,700 tons.....	171,000 00	
			7	Europe	7	....do.....	.....	7	Guano, 10,050 tons.....	301,500 00	
	2	Sydney.....	1	Barbadoes	1	... do	.....	1	Guano, 900 tons.....	27,000 00	
			1	Europe	1	....do.....	.....	1	Guano, 1,600 tons.....	48,000 00	
	1	Ceylon	1	....do	1	....do.....	.....	1	Guano, 1,200 tons.....	36,000 00	
	1	Africa	1	United States....	1	....do.....	.....	1	Guano, 1,750 tons.....	52,500 00	
	7	San Francisco ...	6	....do	5	..do.....	.....	6	Guano, 8,950 tons.....	268,500 00	
					1	General merchandise.....	30,000 00				
			1	Gibraltar	1	....do.....	.....	1	Guano, 1,600 tons.....	48,000 00	
	1	Panama.	1	Coasting.....	1	....do.....	.....	1	Ballast	.....	
	1	Islay.	1	Valparaiso	1	General cargo.....	75,000 00	1	Inward cargo	75,000 00	
	3	Caldera.	1	United States....	1	Ballast	.....	1	Guano, 1,100 tons.....	33,000 00	
			2	Europe	2	....do..... ...	.....	2	Guano, 1,900 tons.....	57,000 00	
	2	Valparaiso.....	1	United States....	1	General merchandise.	6,000 00	1	Guano, 2,250 tons.....	67,500 00	
			1	Europe	1	....do.....	50,000 00	1	Guano, 1,400 tons.....	42,000 00	
	1	Talcahuano	1	Cruise	1	Oil, 70 barrels	2,205 00	1	Inward cargo	2,205 00	
	45	.....	45	.....	45	....	774,455 00	45	.....	1,715,305 00	

Quarter ended March 30, 1861.	1	Eastport	1	Cruise	1	420 barrels sperm oil	20,160 00	1	Inward cargo	20,160 00	Entered: 17 ships, 5 barks—22.
	1	Boston	1	United States	1	Ice and lumber		1	Guano, 1,400 tons	42,000 00	Cleared: 17 ships, 5 barks—22.
	1	New York	1	Chili	1	General cargo	75,000 00	1	Ballast		1 United States frigate entered and cleared.
	1	Cardiff	1	United States	1	Coal, 1,319 tons	19,785 00	1	Guano, 1,300 tons	39,000 00	
	1	Newcastle	1	England	1	Coal, 690 tons	11,730 00	1	Guano, 1,400 tons	42,000 00	Agg'te tonnage entered: 16,662.
	1	San Francisco	1	do	1	1,200 bags potatoes	4,000 00	1	Guano, 1,200 tons	36,000 00	
	1	Panama	1	Spain	1	Ballast		1	Guano, 1,600 tons	48,000 00	
	1	Tomi	1	Guayaquil	1	180 tons wheat and 50 tons nitrate of soda.	20,000 00	1	Sugar and 50 tons saltpetre	20,000 00	
	1	Guayaquil	1	Valparaiso	1	Ballast		1	Ballast		
	1	Australia	1	England	1	do		1	Guano, 1,800 tons	54,000 00	
	5	Melbourne	4	do	4	do		4	Guano, 5,200 tons	156,000 00	
			1	Gibraltar	1	do		1	Guano, 750 tons	22,500 00	
	1	Sydney	1	England	1	do		1	Guano, 1,700 tons	51,000 00	
	1	Macao	1	United States	1	321 coolies	128,400 00	1	Guano, 750 tons	22,500 00	
	1	China	1	Gibraltar	1	Ballast		1	Guano, 1,600 tons	48,000 00	
	4	Cruise	4	Cruise	3	1,600 barrels sperm oil	86,800 00	3	Inward cargo	86,800 00	
					1	Sperm oil	Unknown.	1	Sperm oil	Unknown.	
	22		22		22		365,875 00	22		687,960 00	
Quarter ended June 30, 1861.	2	New York	1	United States	1	General cargo	75,000 00	1	Ballast		Entered and cleared: 9 ships, 3 barks—12.
			1	England	1	do	50,000 00	1	Nitrate of soda	Unknown.	
	2	Cardiff	2	do	2	Coal, 3,274 tons	55,658 00	2	Guano, 3,200 tons	96,000 00	Agg'te tonnage entered: 10,060.
	2	San Francisco	2	do	2	Ballast		2	Guano, 3,100 tons	93,000 00	
	3	Melbourne	3	do	3	do		3	Guano, 4,400 tons	132,000 00	
	1	Macao	1	China	1	328 coolies	98,400 00	1	Ballast		
	1	Caldera	1	England	1	900 sacks wheat and sundries.	25,000 00	1	500 tons saltpetre	25,000 00	
	1	Cruise	1	Cruise	1	100 barrels sperm oil	5,600 00	1	Inward cargo	5,600 00	
	12		12		12		309,658 00	12		351,600 00	
Quarter ended September 30, 1861.	2	New York	1	San Francisco	1	General cargo	150,000 00	1	Inward cargo	150,000 00	Entered and cleared: 1 steamer, 9 ships, 1 bark—11.
			1	Guayaquil	1	do	50,000 00	1	do	50,000 00	
	2	Cardiff	2	England	2	Coal, 2,612 tons	44,404 00	2	Guano, 2,300 tons	69,000 00	Agg'te tonnage entered: 10,211.
	1	Africa	1	do	1	Ballast		1	Guano, 1,100 tons	33,000 00	
	2	Rio de Janeiro	2	do	2	do		2	Guano, 2,700 tons	81,000 00	
	1	King George Sound	1	do	1	do		1	Guano, 2,100 tons	63,000 00	
	1	Valparaiso	1	United States	1	General cargo	50,000 00	1	Guano, 1,400 tons	42,000 00	
	1	Payta	1	Valparaiso	1	1,700 barrels oil		1	Inward cargo		
	1	San Francisco	1	Holland	1	Ballast		1	Guano, 1,600 tons	48,000 00	
	11		11		11		294,404 00	11		536,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
PERU.											
PAYTA.											
Fayette M. Ringgold.											
Quarter ended December 31, 1860.	1	San Francisco...	1	Tumbez.....	1	Lumber and flour.....	$815 00	1	Ballast	.....	Entered: 6 ships, 22 barks, 1 schooner—29.
	16	Tumbez.....	16	Cruise	16	Sperm oil, 10,335 bbls ; whale oil, 1,600 bbls.	528,327 50	16	Not stated	.....	
	12	Cruise	1	Tumbez.....	1	Sperm oil, 380 bbls.....	33,325 00	1	....do.....	.....	Cleared: 6 ships, 22 barks, 1 schooner—29.
			11	Cruise	11	Sperm oil, 1,960 bbls.; whale oil, 480 bbls.	97,470 00	11	....do.....	.....	Agg'te tonnage entered: 8,298.
	29	.....	29	.....	29	.....	659,937 50	29	.....	.....	
Quarter ended March 31, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended June 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ended September 30, 1861.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
TUMBEZ.											
L. G. Sanford.											
Quarter ended December 31, 1860.	6	In port	4	Payta	4	.....	....	4	Inward cargo	.....	Entered: 3 ships, 21 barks, 1 schooner—25, and 6 in port.
			2	Cruise	2	.....	.....	2	.....do.....	.....	
	3	Payta	1	Society Islands ..	1	Lumber, 6,000 feet.....	480 00	1	.....do	$480 00	Cleared: 3 ships, 27 barks, 1 schooner—31.
			2	Cruise.....	2	Sperm oil, 970 bbls.....	48,500 00	2	.....do	48,500 00	
	22	Cruise	18	Payta	18	Sperm oil, 15,800 bbls.; whale oil, 1,625 bbls.	829,000 00	18	.....do.....	829,000 00	Agg'te tonnage entered: 7,079.
			4	Cruise.....	4	Sperm oil, 3,355 bbls.; whale oil, 75 bbls.	171,500 00	4	.....do.....	171,500 00	
	31	.....	31	.....	31	.....	1,049,480 00	31	.....	1,049,480 00	

Quarter ended March 31, 1861.	4	Payta	4	Cruise	4	Sperm oil, 2,750 bbls.	142,500 00	3	Same as inward.	114,000 00	Entered: 3 ships and 8 barks—11.
								1	In port		Cleared: 3 ships and 7 barks—10, and 1 in port.
	7	Cruise	7	Payta	7	Sperm oil, 3,820 bbls.; whale oil, 445 bbls.	194,900 00	7	Inward cargoes	194,900 00	Agg'te tonnage entered: 3,353.
	11		11		11		337,400 00	11		308,900 00	
Quarter ended June 30, 1861.	1	In port	1	Cruise.	1	Reported last quarter		1	Part inward cargo	22,500 00	Entered: 5 ships, 9 barks—14, and 1 in port.
	2	New Bedford	2	do	2	Sperm oil, 150 bbls.; whale oil, 1,600 bbls.	39,500 00	2	Inward cargo	39,500 00	Cleared: 4 ships, 10 barks—14, and 1 in port.
	1	Talcahuano	1	do	1	Sperm oil, 750 bbls	37,500 00	1	do	37,500 00	Agg'te tonnage entered: 7,376.
	5	Payta	5	do	5	Sperm oil, 1,890 bbls.	72,000 00	5	do	72,000 00	
	6	Cruise	5	Payta	6	Sperm oil, 2,625 bbls.; whale oil, 1,800.	157,250 00	5	do	121,250 00	
			1	In port				1	In port		
	15		15		15		306,250 00	15		292,750 00	
Quarter ended September 30, 1861.	1	In port	1	Cruise	1	Reported last quarter		1	Inward cargo	36,000 00	Entered: 9 ships, 15 barks—24, and 1 in port.
	1	Callao	1	do	1	Sperm oil, 650 bbls.	32,500 00	1	do	32,500 00	Cleared: 7 ships, 14 barks—21, and 4 in port.
	1	Marquesas	1	do	1	Sperm oil, 1,100 bbls.	55,000 00	1	do	55,000 00	
	1	Oklango	1	Payta	1	Sperm oil, 100 bbls.	5,000 00	1	do	5,000 00	Agg'te tonnage entered: 7,557.
	21	Cruise	5	Cruise	5	Sperm oil, 2,505 bbls.	125,250 00	5	do	125,200 00	
			12	Payta	12	Sperm oil, 4,620 bbls.; and 1,060 bbls. whale oil.	254,200 00	12	do	254,200 00	
			4	In port	4	Sperm oil, 1,500 bbls.; and 2,100 bbls. whale oil.	117,000 00	4	In port		
	25		25		25	10,475 sperm, and 3,360 whale oil.	588,950 00	25		624,950 00	
CHILI.											
VALPARAISO.											
James B. Gordon.											
Quarter ended December 31, 1860.	4	In port	3	Not stated	3			2	Guano	105,000 00	Entered: 7 steamers, 15 ships, 3 barks, 1 brig, 1 schooner—27, and 4 in port.
								1	Hides and Brazil wood	30,000 00	
			1	Sold				1	Sold		
	1	New Brunswick	1	Caldera	1	Lumber	35,000 00	1	Inward cargo	35,000 00	Cleared: 7 steamers, 16 ships, 3 barks, 1 brig—27, and 3 in port, and 1 sold.
	3	Boston	1	do	1	Assorted merchandise	275,000 00	1	Not stated		
			1	Not stated	1	do do	27,700 00	1	Ballast		
			1	In port	1	do do		1	In port		Agg'te tonnage entered: 19,632.
	5	New York	3	Callao	3	do do	250,000 00	3	Inward cargo	250,000 00	
			1	Guayacan	1	do do	225,661 00	1	Copper, wool, and hides	80,000 00	
			1	Caldera	1	do do	90,000 00	1	Ballast		
	1	Philadelphia	1	Cobija	1	Coal, 1,300 tons; lumber, 145,000 feet.	70,000 00	1	do		
	3	Baltimore	1	Coronel	1	Assorted merchandise	50,000 00	1	Not stated		
			1	Arica	1	do do	120,000 00	1	Part of inward	60,000 00	
			1	Tongoi	1	do do	60,000 00	1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHILI.											
VALPARAISO. *James B. Gordon.*											
Quarter ended December 31, 1861—Cont'd.	1	Liverpool	1	Caldera	1	Coal	$18,000 00	1	Inward cargo	$18,000 00	
	1	Buenos Ayres	1	In port	1	Tallow		1	In port		
	1	Hong Kong	1	Tongoi	1	Assorted merchandise		1	Ballast		
	7	Talcahuano	7	Talcahuano	7	Passengers		7	Coasting packet		
	1	Callao	1	Hampton Roads	1	Guano	40,000 00	1	Inward cargo	40,000 00	
	1	San Fancisco	1	Not stated	1	Assorted merchandise		1	Ballast		
	2	Puget Sound	1	Coquimbo	1	Lumber	35,684 00	1	Inward cargo	35,684 00	
			1	In port	1	....do	10,500 00	1	In port		
	31		31		31		1,307,545 00	31		653,684 00	
Quarter ended March 31, 1861.	3	In port	1	Tongoi	1	Given in last quarter		1	Copper	40,000 00	Entered: 6 steamers, 11 ships, 11 barks—28, and 3 in port. Cleared: 7 steamers, 12 ships, 8 barks, 1 schooner—28, and 1 sold and 2 in port. Agg'te tonnage entered: 17,840 and 5-95.
			1	San Francisco	1	....do		1	Assorted merchandise	13,000 00	
			1	Talcahuano	1	....do		1	Passengers		
	5	Boston	2	Caldera	2	Assorted merchandise	110,000 00	2	Ballast		
			1	Carazal	1	....do	37,000 00	1	....do		
			1	Tongoi	1	....do	116,000 00	1	Copper and wool	3,000 00	
			1	In port	1	....do	92,000 00	1	In port		
	3	New York	1	Caldera	1	....do	200,000 00	1	Copper and wool	60,000 00	
			1	Callao	1	....do	16,000 00	1	Assorted merchandise	60,000 00	
			1	Guyacan	1	....do	160,000 00	1	Not reported		
	1	Baltimore	1	San Francisco	1	Coal, 1,400 tons	15,000 00	1	Coal	15,000 00	
	1	Matanzas	1	In port	1	Sugar, 1,940 boxes	100,000 00	1	In port		
	1	San Francisco	1	Iquique	1	Assorted merchandise	76,600 00	1	Assorted merchandise	30,000 00	
	1	Gulf of California	1	Queenstown	1	Brazil wood, 800 tons	25,000 00	1	Inward cargo	25,000 00	
	2	Callao	1	Tongoi	1	Ballast		1	Ballast		
			1	Mauritius	1	Guano, 1,200 tons	56,000 00	1	Inward cargo	56,000 00	
	1	Tumbez	1	Condem'd & sold	1	Oil, 1,000 barrels	30,000 00	1	Condem'd and sold for $4,150		
	1	Tongoi	1	Baltimore	1	Copper	90,000 00	1	Inward cargo	90,000 00	
	10	Talcahuano	1	Iquique	1	Assorted merchandise	60,000 00	1	Ballast		
			1	Boston	1	Copper and wool	100,000 00	1	Inward cargo	100,000 00	
			2	Cruise	2	Oil, 950 barrels	28,000 00	2	Oil	71,000 00	
			6	Talcahuano	6	Passengers		6	Passengers		

	1	Iquique	1	Tomé	1	Nitrate of soda	2,500 00	1	Inward cargo	2,500 00		
	1	Cruise	1	Cruise	1	Oil, 100 barrels	3,000 00	1	do	3,000 00		
	31		31		31		1,317,100 00	31		568,500 00		
Quarter ended June 30, 1861.	2	In port	1	Caldera	1	In former return		1	Copper and hides	30,000 00	Entered: 5 steamers, 8 ships, 5 barks—18, and 2 in port.	
			1	Not stated	1	do		1	Not reported		Cleared: 5 steamers, 8 ships, 4 barks—17, 1 sold and 2 in port.	
	1	Boston	1	Caldera	1	Assorted merchandise	Not given	1	Ballast		Agg'te tonnage entered: 13,450 and 11-95.	
	1	New York	1	Huasco	1	do	76,000 00	1	do			
	1	San Francisco	1	Guaycan	1	do	21,825 00	1	do			
	1	Port Townsend	1	In port	1	Lumber	40,000 00	1	In port			
	1	Acapulco	1	Caldera	1	Ballast		1	Assorted cargo	Not given		
	5	Callao	1	Cobija	1	do		1	do	20,000 00		
			2	Cork	2	Guano, 2,600 tons	125,000 00	1	Inward cargo	70,000 00		
								1	Guano, 950 tons	50,000 00		
			1	Caldera	1	Ballast		1	Hides and copper	65,000 00		
			1	Sold	1	Oil, 325 barrels	15,000 00	1	Sold for $7,400			
	6	Talcahuano	1	Cruise	1	Oil, 120 barrels	4,000 00	1	Inward cargo	4,000 00		
			5	Talcahuano	5	Passengers		5	Passengers			
	1	Charanal	1	New York	1	Copper ore	65,000 00	1	Copper and hides	100,000 00		
	1	Paranagua	1	In port	1	Mats	45,000 00	1	In port			
	20		20		20		391,825 00	20		339,000 00		
Quarter ended September 30, 1861.	2	In port	1	Coquimbo	1	In former return		1	Lumber, 960,000 feet	30,000 00	Entered: 7 steamers, 9 ships, 5 barks, 1 schooner—22, and 2 in port.	
			1	Iquique	1	do		1	Assorted cargo	20,000 00		
	1	St. John's, N. B.	1	In port	1	Lumber		1	In port		Cleared: 6 steamers, 9 ships, 4 barks, 1 schooner—20, and 4 in port.	
	2	Boston	1	Caldera	1	Assorted cargo	170,000 00	1	Copper and rags	30,000 00		
			1	In port	1	do	39,490 00	1	In port		Agg'te tonnage entered: 14,204 and 55-95.	
	4	New York	1	Tomé	1	do	147,853 00	1	Flour	20,000 00		
			1	Callao	1	do	90,000 00	1	Wheat	18,000 00		
			1	San Francisco	1	do	100,000 00	1	Assorted cargo	100,000 00		
			1	In port	1	Ballast		1	In port			
	1	Baltimore	1	Huasco	1	Assorted cargo	120,000 00	1	Ballast			
	1	Buenos Ayres	1	Tomé	1	Tallow and máte	20,000 00	1	do			
	1	Paranagua	1		1	Máte	30,000 00	1	do			
	1	Melbourne	1	Iquique	1	Ballast		1	Assorted cargo	18,000 00		
	3	Caldera	1	Boston	1	Copper ore	60,000 00	1	Inward cargo	60,000 00		
			2	Talcahuano	2	Passengers		2	Passengers			
	4	Talcahuano	2	do	2	do		2	do			
			2	Caldera	2	do		2	do			
	1	Callao	1	In port	1	Oil, 1,100 barrels	22,000 00	1	In port			
	2	San Francisco	1	Iquique	1	Barley	53,000 00	1	Barley	35,000 00		
			1	Cobija	1	Ballast		1	Ballast			
	1	Cruise	1	Cruise	1	Oil, 450 barrels	18,000 00	1	Inward cargo	18,000 00		
	24		24		24		870,343 00	24		349,000 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
CHILI.											
TALCAHUANO.											
A. G. Blakey.											
Quarter ended December 31, 1860.	1	Baltimore	1	Valparaiso	1	Lumber		1	Inward cargo		Entered: 6 steamers, 4 ships—10.
	1	Coquimbo	1	In port	1	Bar copper, 12,000 quintals; wool, 8,000 quintals.	$300,000 00	1	In port		Cleared: 6 steamers, 3 ships—9, and 1 in port.
	6	Valparaiso	6	Valparaiso	6	Freight and passengers		6	Coasting packet		Agg'te tonnage entered: 7,771.
	1	Iquique	1	Boston	1	Nitrate of soda	4,800 00	1	Inward cargo	$4,800 00	
	1	Arica	1	Baltimore	1	Assorted cargo	200,000 00	1	do	200,000 00	
	10		10		10		504,800 00	10		204,800 00	
Quarter ended March 31, 1861.	1	In port	1	Not reported	1	In former return		1	Inward cargo, viz.: bar copper and wool.	300,000 00	Entered: 7 steamers, 10 ships, 26 barks, 1 brig, 1 schooner—45, and 1 in port.
	1	New York	1	New Bedford	1	Coal		1	Inward cargo		Cleared: 6 steamers, 10 ships, 20 barks, 1 brig—37, and 9 in port.
	1	Baltimore	1	Valparaiso	1	Assorted merchandise		1	do		Agg'te tonnage entered: 18,711.
	1	Islay	1	Boston	1	Copper, wool, and hides	200,800 00	1	do	200,800 00	
	1	Caldera	1	Tomé	1	Copper ore	40,000 00	1	do	40,000 00	
	33	Cruise	6	New Bedford	6	Oil, 5,765 bbls.; bone, 4,100 lbs.	236,204 00	6	Same as inward, and ballast	236,204 00	
			17	Cruise	16	Oil, 6,297 bbls.; whalebone, 15,000 lbs.	207,580 00	12	Inward cargoes of 16	207,580 00	
								4	Ballast, (sent oil home)		
					1	Light		1	Ballast		
			1	Nantucket	1	Oil, 370 bbls	12,300 00	1	Inward cargo	12,300 00	
			1	Valparaiso	1	Oil, 1,200 bbls.; whalebone, 4,000 lbs.	300,000 00	1	do	300,000 00	
			1	Fall River	1	Oil, 1,530 bbls	63,800 00	1	do	63,800 00	
			7	In port	7	Oil, 2,770 bbls	117,905 00	7	In port		
	1	Tongay	1	Tomé	1	Copper and wool	300,000 00	1	Inward cargo	300,000 00	
	7	Valparaiso	6	Valparaiso	6	Coasting packet		6	Coasting packet		
			1	In port	1	do		1	In port		
	46		46		46		1,478,589 00	46		1,660,684 00	

Quarter ended June 30, 1861.	9	In port	8	Cruise and home.	8	Before reported		8	Inward cargoes	117,905 00	Entered: 4 steamers, 6 ships, 14 barks—24, and 9 in port.
			1	Valparaiso.	1	do		1	Passengers		Cleared; 5 steamers, 6 ships, 19 barks, 1 schooner—31, and 2 in port, (1 ship and 1 bark.)
	1	Caldera	1	Boston	1	Copper ore and wool	200,000 00	1	Inward cargo	200,000 00	
	1	Iquique	1	In port	1	Crude nitrate of potash	14,000 00	1	do	14,000 00	
	18	Cruise	1	New Bedford	1	800 bbls. sperm and 180 bbls. whale oil.	40,000 00	1	do	40,000 00	Agg'te tonnage entered: 9,835.
			1	Mystic	1	800 bbls. whale oil	12,700 00	1	do	12,700 00	
			1	Westport	1	500 bbls. sperm oil	25,000 00	1	do	25,000 00	
			14	Cruise	14	7,140 bbls. oil	309,136 00	14	do	309,136 00	
			1	In port	4	Oil	30,000 00	1	In port		
	4	Valparaiso	4	Valparaiso	1	Coasting packet		4	Coasting packet		
	33		33		33		630,836 00	33		718,741 00	
Quarter ended September 30, 1861.	2	In port	2	Not stated	2	Reported before		2	Not stated		Entered: 4 steamers, 2 ships, and 1 bark—7, and 2 in port.
	1	Cobré	1	Tomé	1	Hides, copper, and wool	200,000 00	1	Inward cargo	200,000 00	
	4	Valparaiso	4	Valparaiso	4	Coasting packet		4	Coasting packet		Cleared: 4 steamers, 4 ships, and 1 bark.
	1	Baker's Island	1	Hamburg	1	Guano, 850 tons		1	Inward cargo		
	1	Tomé	1	Rio de Janeiro	1	Flour, (did not anchor)		1	do		Aggre'te tonnage entered: 5,959.
	9		9		9		200,000 00	9		200,000 00	
BOLIVIA.											
COBIJA.											
Lewis Jael.											
Quarter ended December 31, 1860.	1	Valparaiso	1	New York	1	Assorted merchandise	25,000 00	1	Guano	24,000 00	Entered and cleared: 1 ship. Agg'te tonnage entered: 999 and 32-95.
Quarter ended March 31, 1861.		No return									No retnrn.
Quarter ended June 30, 1861.	1	Callao	1	New York	1	Ballast		1	Guano, about 1,400 tons	21,000 00	Entered and cleared: 2 ships.
	1	Valparaiso	1	Baltimore	1	Assorted merchandise	10,000 00	1	Guano, 900 tons	13,000 00	Agg'te tonnage entered: 1,596 and 28-95.
	2		2		2		10,000 00	2		34,000 00	
Quarter ended September 30, 1861.	1	Valparaiso	1	Liverpool	1	Ballast		1	900 tons guano	13,500 00	Entered and cleared: 1 ship. Agg'te tonnage entered: 759 and 14-95.
ARGENTINE CONFEDERATION.											
BUENOS AYRES.											
Wm. Holley Hudson.											
Quarter ended December 31, 1860.	1	In port	1	Boston	1	Reported last quarter		1	Wool, 627 bales; 1,893 dry hides, and sundries.	105,652 00	Entered: 3 ships, 26 barks, 9 brigs, 2 sch'rs—40, & 15 in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
ARGENTINE CONFEDERATION.											
BUENOS AYRES.											
Wm. Holley Hudson.											
Quarter ended December 31, 1860.	14	In port	6	New York	6	Reported last quarter		6	Wool, 1,666 bales; 12,133 dry hides, and sundries.	$390,493 00	Cleared: 5 ships, 17 barks, 8 brigs, 2 schooners—32, and 23 in port.
			1	Baltimore, *via* Montevideo.	1	... do		1	4,931 dry hides, and sundries	23,453 00	Agg'te tonnage entered: 14,226 and 36-95.
			1	Hampton Roads	1	....do		1	386 tons bone ash	6,067 00	
			1	Galveston	1	....do		1	Ballast		
			1	Rio de Janeiro	1	....do		1	....do		
			1	Valparaiso	1	....do		1	....do		
			3	Foreign ports	3	....do		3	....do		
	1	Machias	1	New York	1	221,266 feet lumber and 30,000 shingles.	$3,940 00	1	Wool, 437 bales; 3,620 dry hides, 5,000 dry kips.	80,774 00	
	1	Searsport	1	In port	1	184,775 feet lumber, &c.	3,950 00	1	In port		
	1	Gloucester	1	....do	1	75,500 feet lumber, &c.	4,000 00	1	....do		
	5	Boston	1	Boston	1	131,256 feet lumber, &c.	5,577 00	1	Wool, 235 bales, and sundries.	50,179 00	
			1	Foreign port	1	20,000 feet lumber and 100,000 shingles, &c.	8,450 00	1	Ballast		
			3	In port	3	595,597 feet lumber, &c.	25,879 00	3	In port		
	16	New York	2	New York	2	Starch, 5,107 boxes; and 7,000 feet lumber, &c.	39,529 00	2	Wool, 855 bales; hair, 6 bales; 9,692 dry hides, &c.	154,167 00	
			1	Hampton Roads	1	Flour, 600 bbls.; and 20,965 feet lumber, &c.	18,300 00	1	30,000 shin-bones, and sundries	3,687 00	
			1	United States	1	398,387 feet pine lumber	9,350 00	1	Ballast		
			1	West Indies	1	Starch, 1,307 boxes, and 1,345 pieces pine.	18,731 00	1	....do		
			2	Foreign ports	2	455,385 feet lumber, &c.	13,772 00	2	....do		
			1	Rio de Janeiro	1	2,530 boards and planks, &c	9,740 00	1	....do		
			8	In port	8	13,492 pieces lumber, 1,116,629 feet lumber, and sundries.	78,182 00	8	In port		
	1	Philadelphia	1	Rio de Janeiro	1	254,500 feet lumber, &c.	3,800 00	1	Ballast		
	3	Baltimore	1	Baltimore	1	Flour, 500 bbls.; 9,253 pieces pine, and sundries.	29,363 00	1	70,000 shin-bones, and sundries	11,050 00	
			2	In port	2	Flour, 400 bbls.; 50,000 feet pine lumber, &c.	58,489 00	2	In port		

	2	Darien	2	....do	2	336,027 feet lumber	5,640 00	2	....do		
	1	St. Mary's, Fla	1	Boston	1	321,600 feet lumber	3,453 00	1	Wool, 574 bales; 548 dry hides, 25 dry kips.	91,717 00	
	1	Cedar Keys	1	In port	1	173,788 feet lumber	3,413 00	1	In port		
	2	Glasgow	1	Boston	1	Ballast		1	Wool, 468 bales; 2,156 dry hides, &c.	83,909 00	
			1	In port	1	....do		1	In port		
	1	Cadiz	1	....do	1	....do		1	....do		
	1	Memel	1	....do	1	....do		1	....do		
	1	Rio Negro	1	Boston	1	....do		1	Wool, 306 bales; 4,000 horns, and 8,000 shin-bones.	43,083 00	
	1	Corrientes	1	....do	1	....do		1	In port		
	1	Montevideo	1	Mauritius	1	....do		1	Ballast		
	1	Gualeguay (?)	1	In port	1	....do		1	In port		
	55		55		55		343,558 00	55		1,044,231 00	
Quarter ended March 31, 1861.	23	In port	7	Boston	7	Given in former return		7	2,686 bls. wool, 26,741 dry hides	542,060 00	Entered: 2 ships, 25 barks, 6 brigs, 1 schooner—34, and 23 in port.
			3	New York	3	....do		3	403 bales wool, 16,622 dry hides	195,323 00	
			2	United States ports	2	....do		2	Ballast		Cleared: 2 ships, 32 barks, 9 brigs—43, and 14 in port.
			3	Foreign ports	3	....do		3	Inward cargoes		
			2	West Indies	2	....do		2	....do		Agg'te tonnage entered: 13,235.
			1	Rio de Janeiro	1	....do		1	Inward cargo		
			1	Montevideo	1	....do		1	....do		
			1	Falkland Islands	1	....do		1	....do		
			1	Gualeguay	1	....do		1	....do		
			1	Condemned	1	....do		1	Condemned		
			1	In port	1	....do		1	In port		
	1	Machias	1	Foreign port	1	195,161 feet lumber and sundries	2,915 00	1	Not reported		
	1	Bangor	1	....do	1	190,588 feet lumber and sundries	3,107 00	1	....do		
	1	Portland	1	In port	1	253,742 feet lumber and sundries	6,350 00	1	In port		
	3	Boston	1	Boston	1	176,101 feet lumber and sundries	35,260 00	1	658 bales wool	95,423 00	
			1	New York	1	284,339 feet lumber and sundries	10,400 00	1	1,211 salted hides	3,000 00	
			1	In port	1	160,675 feet lumber and sundries	7,200 00	1	In port		
	18	New York	2	New York	2	800 barrels rice, 1,335 pieces pine lumber, &c.	51,132 00	2	13,596 dry hides	116,455 00	
			1	Brazil	1	1,965 pieces ash lumber	12,431 00	1	Unknown		
			5	Foreign ports	5	579,683 ft. lumber, 3,693 pieces ash lumber, 15,400 pieces pine lumber, 250 bbls. sugar and sundries.	65,314 00	5	....do		
			1	Cuba	1	365,141 feet lumber and sundries	9,267 00	1	....do		
			1	West Indies	1	273,238 feet lumber and sundries	6,291 00	1	....do		
			8	In port	8	516,215 feet lumber and sundries, 34,680 pieces lumber, 2,483 pieces scantling, 1,500 barrels sugar, 254 boxes chairs, and sundries.	92,774 00	8	In port		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
ARGENTINE CONFEDERATION.											
BUENOS AYRES. *Wm. Holley Hudson.*											
Quarter ended March 31, 1861—Continued.	1	Philadelphia....	1	Foreign port.....	1	246,038 feet lumber and sundries.	$4,400 00	1	Unknown	.....	
	2	Baltimore	1	....do.....	1	30,000 feet lumber and sundries.	39,212 00	1	....do.....	.....	
			1	In port...	1	116,104 feet lumber and sundries.	10,227 00	1	In port	.....	
	1	Savannah	1	New York.....	1	159,960 feet lumber and sundries.	2,965 00	1	175 tons ash and 30 tons bones.	$3,015 00	
	1	Montevideo.....	1	In port	1	Unknown	.....	1	In port	.....	
	2	Cadiz	1	New York.....	1	....do.....	.....	1	Ballast	.....	
			1	In port	1	....do.....	.....	1	In port	.....	
	2	Glasgow.....	2	Foreign ports....	2	....do.....	.....	2	Unknown	.....	
	1	Lisbon	1	Cuba.....	1	....do.....	.....	1	....do.....	.....	
	57	.....	57	....	57	.....	359,245 00	57	.....	955,276 00	
Quarter ended June 30, 1861.	14	In port	1	Boston	1	In former return	.....	1	208 bales wool and 1,500 dry hides.	33,753 00	Entered: 1 steamer, 1 ship, 12 barks, 3 brigs, and 2 sch'rs—19, and 14 in port.
			4	New York.....	4	....do.....	.....	4	172 bales wood and 5,754 dry hides, &c.	57,335 00	Cleared: 1 steamer, 1 ship, 13 barks, 5 brigs, and 3 sch'rs—23, and 1 condemned and 9 in port.
			1	Antwerp	1	....do.....	.....	1	Unknown	.....	Agg'te tonnage entered: 8,515.
			3	West Indies.....	3	....do.....	.....	3	....do.....	.....	
			4	Other foreign ports	4	....do.....	.....	4	....do.....	....	
			1	Condemned.....	1	....do.....	.....	1	Condemned and sold.....	.....	
	1	Boston	1	In port	1	167,491 feet lumber and sundries.	15,000 00	1	In port	.....	
	5	New York	1	Singapore	1	17,657 pieces lumber and sundries.	6,300 00	1	Unknown	.....	
			2	Other foreign ports	2	4,608 pieces and 17,000 feet lumber and sundries.	36,867 00	2	....do.....	.....	
			2	In port	2	16,765 pieces and 154,317 feet lumber and sundries.	18,830 00	2	In port	.....	

	1	Philadelphia.....	1	Patagoues (?)	1	110,982 feet lumber and sundries.	1,908 00	1	Unknown	.....	
	3	Baltimore	1	New York.....	1	65,846 feet lumber and sundries.	22,436 00	1	8,634 dry hides, &c.....	58,863 00	
			1	Brazil	1	120,585 feet lumber and sundries.	24,324 00	1	Unknown	.....	
			1	Montevideo, for New York.	1	733 bbls. rice and sundries....	30,862 00	1	Wool.....	2,560 00	
	1	Montevideo	1	Montevideo.....	1	Passengers and freight.....	.....	1	Passengers and freight.....	.....	
	3	Cadiz	1	Concepcion del Uruguay.	1	Not stated	.....	1	Not stated	.....	
			2	In port	2	....do.....	.....	2	In port	.....	
	1	Hull.....	1	....do.....	1	....do	.....	1	....do.....	.....	
	1	Cardiff	1	....do.....	1	....do	.....	1	....do.....	.....	
	2	Rio Negro	2	....do.....	2	Not reported.....	.....	2	....do.....	.....	
	1	Gualeguay.....	1	Falmouth.....	1	....do.....	.....	1	Unknown	.....	
	33	.....	33	.....	33	.....	156,527 00	33	.....	152,511 00	
Quarter ended September 30, 1861.	9	In port	1	New York.....	1	In last quarter	.....	1	Ballast	.....	Entered: 6 ships, 19 barks, 1 barkantine, 8 brigs, and 5 schooners—39, and 9 in port.
			1	St. Thomas.....	1	....do.....	.....	1	Not reported.....	.....	
			1	Antwerp	1	....do.....	.....	1	....do.....	.....	
			1	Valparaiso.....	1	....do.....	.....	1	....do.....	.....	Cleared: 2 ships, 18 barks, 1 barkantine, 6 brigs, and 3 schooners—30, and 18 in port.
			4	Other foreign ports	4	....do.....	.....	4	....do.....	.....	
	1	Portland	1	Foreign port.....	1	351,712 feet lumber and sundries.	6,400 00	1	....do.....	.....	Agg'te tonnage entered: 16,005 and 17-95.
	6	Boston	1	Boston	1	161,873 feet lumber and sundries.	7,229 00	1	Ballast	.....	Value of imports during the quarter—
			1	Rio de Janeiro...	1	108,347 feet lumber and sundries.	7,300 00	1	Not reported.....	.....	By foreign vessels $22,678
			2	Foreign ports....	2	436,293 feet lumber and sundries.	31,032 00	2	....do.....	By American vessels. 296,352	
			2	In port	2	566,664 feet lumber and sundries.	18,723 00	2	In port	.....	319,030
	13	New York.....	1	New York.....	1	2,444 bbls. flour, &c.....	22,000 00	1	Ballast	.....	Exports by foreign vessels..... 132,902
			1	Rio de Janeiro...	1	4,500 bbls. flour.....	18,500 00	1	Not reported.....	.....	
			1	Brazil.....	1	434 pieces pine lumber and sundries.	5,488 00	1	...do.....	.....	Excess of imp'ts for q'r 186,128
			1	Salto Oriental....	1	49,207 feet lumber.....	900 00	1	....do.....	.....	
			5	Foreign ports	5	26,311 pieces and 76,691 feet lumber and sundries.	52,094 00	5	....do.....	.....	
			4	In port	4	904,295 feet lumber and sundries.	47,398 00	4	In port	.....	
	3	Baltimore.....	1	United States....	1	1,430 bbls. flour and sundries.	29,018 00	1	Ballast	.....	
			2	In port.....	2	5,910 bbls. and 300 half bbls. flour, &c.	50,270 00	5	In port	.....	
	1	Liverpool.....	1	Foreign port.....	1	Not reported	.....	1	Not reported.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
ARGENTINE CONFEDERATION.											
BUENOS AYRES.											
Wm. Holley Hudson.											
Quarter ended September 31, 1860—Cont'd.	2	Liverpool	2	In port	2	Not reported		2	In port		
	4	Cardiff	1	Montevideo	1	do		1	Not reported		
			3	In port	3	do		3	In port		
	3	Glasgow	3	do	3	do		3	do		
	1	Hamburg	1	India	1	do		1	Not reported		
	3	Cadiz	1	Boston	1	do		1	do		
			1	New York	1	do		1	do		
			1	In port	1	do		1	In port		
	1	Rio Negro	1	Laguna de los Padres.	1	do		1	Not reported		
	1	Laguna de los Padres.	1	In port	1	do		1	In port		
	48		48		48		$296,352 00	48			
ROSARIO.											
Benjamin Upton.											
Quarter ended December 31, 1860.		No return									No return.
Quarter ended March 31, 1861.	1	New York	1	St. Thomas, *via* Buenos Ayres.	1	Lumber and cement	3,500 00	1	Ballast		Entered and cleared: 1 bark. Agg'te tonnage entered: 289 and 42-95.
Quarter ended June 30, 1861.		No return									No return.
Quarter ended September 30, 1861.	1	New York	1	New York	1	Lumber, &c.	3,000 00	1	Ballast		Entered and cleared: 1 bark. Agg'te tonnage entered: 272 and 63-95.

URUGUAY.

MONTEVIDEO.

Charles F. Zimmerman, Vice-Consul.

Quarter ended December 31, 1860.	8	In port	1	England	1			1	Bone ash		Entered: 4 ships, 14 barks, 6 brigs—24, and 8 in port.
			1	New York	1			1	Hides		Cleared: 6 ships, 9 barks, 7 brigs—22, and 10 in port.
			1	New Orleans	1			1	Ballast		Agg'te tonnage entered: 10,103.
			1	Rio Grande	1			1	Coals		
			2	Buenos Ayres	2			2	Part of inward		
			1	St. Thomas	1			1	Mules		
			1	In port	1			1	In port		
	1	Searsport	1	Buenos Ayres	1	Lumber		1	Lumber		
	1	Bangor	1	In port	1	do		1	In port		
	6	New York	1	Buenos Ayres	1	General cargo		1	Part of inward cargo		
			1	Rio de Janeiro	1	do		1	Ballast		
			4	In port	4	General cargo and lumber		4	In port		
	1	Baltimore	1	Rio de Janeiro.—	1	General cargo		1	Ballast		
	1	Darien	1	Buenos Ayres	1	Lumber		1	Lumber		
	1	Fernandina	1	In port	1	do		1	In port		
	1	St. Mary's, Fla.	1	Buenos Ayres	1	do		1	Part of inward cargo		
	1	Cedar Keys	1	do.	1	do		1	Lumber		
	1	Florida	1	New York	1	do		1	Hides, &c		
	4	Glasgow	2	Buenos Ayres	2	General cargo		2	Part of inward		
			2	In port	2	do		2	In port		
	1	Cardiff	1	Mobile	1	Coal		1	Horses		
	1	Cadiz	1	Gualeguay	1	Salt		1	Salt		
	1	Rio de Janeiro	1	Rio de Janeiro	1	Flour and lumber		1	Tallow and hides		
	3	Buenos Ayres	1	Baltimore	1	Bone ash		1	Bone ash		
			1	Pernambuco	1	Ballast		1	Mules		
			1	In port	1	do		1	In port		
	32		32		32			32			
Quarter ended March 31, 1861.	10	In port	1	Salem	1	In last quarter		1	Hides, &c.		Entered: 13 barks, 8 brigs, and 1 schooner—22, and 10 in port.
			2	New York	2	do		2	do		Cleared: 20 barks, 5 brigs, and 1 sch'r—26, 1 sold, 1 wrecked, and 4 in port.
			4	Buenos Ayres	4	do		4	Part inward cargo		Agg'te tonnage entered: 7,153.
			1	St. Thomas	1	do		1	Ballast		
			1	San Francisco	1	do		1	General cargo		
			1	Sold	1	do		1	Sold		
	1	Boston	1	Buenos Ayres	1	General cargo		1	Part inward cargo		
	8	New York	4	do	4	General cargo and lumber		4	do		
			1	Rio de Janeiro	1	General cargo		1	Ballast		
			1	West Indies	1	Lumber		1	do		
			2	In port	2	do		2	In port		
	3	Baltimore	1	Rio de Janeiro	1	General cargo		1	Ballast		
			2	West Indies	2	Lumber		2	do		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.	CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
URUGUAY.											
MONTEVIDEO. *Charles F. Zimmerman, Vice-Consul.*											
Quarter ended March 31, 1861—Continued.	1	St. Mary's, Fla...	1	In port	1	Lumber	.....	1	In port	.....	
	4	Buenos Ayres....	2	Rio de Janeiro...	2	Ballast	.....	2	Ballast	.....	
			1	United States	1	...do	.....	1	...do...	.....	
			1	St. Thomas.....	1	....do	.....	1	....do.....	.....	
	1	Rio Grande	1	In port	1	General cargo.....	.....	1	In port	.....	
	1	Rio de Janeiro...	1	Rio de Janeiro...	1	Lumber	.....	1	Bran	.....	
	3	Cadiz	1	Buenos Ayres....	1	Salt	.....	1	Salt	.....	
			1	Rio de Janeiro...	1	Salt	.....	1	Jerked beef	.....	
			1	Wrecked.....	1	Salt	.....	1	.....	.....	
	32	.....	32	.....	32	.....	.....	32	.....	.....	
Quarter ended June 30, 1861,	4	In port	1	Liverpool	1	Given in last return	.....	1	Bone and bone ash.....	.....	Entered: 2 steamers, 2 ships, 9 barks, 7 brigs, 6 schooners—26, and 4 in port.
			1	St. Thomas	1	....do	.....	1	Ballast	.....	
			1	Not stated	1	....do.....	.....	1	Not stated	.....	
			1	Condemned	1	... do.....	.....	1	Condemned	.....	Cleared: 2 steamers, 7 barks, 1 ship, 7 brigs, 5 schooners—22, and one condemned and 7 in port.
	1	Machias	1	St. Thomas	1	Lumber	.....	1	Ballast	.....	
	6	New York.....	3	Buenos Ayres....	3	General cargo and ballast.....	.....	3	Part inward cargo and ballast..	.....	
			1	St. Thomas	1	General cargo.....	.....	1	Ballast	.....	Agg'te tonnage entered: 11,398.
			1	Not stated	1	Lumber	.....	1	Not stated	.....	
			1	In port	1	General cargo.....	.....	1	In port	.....	
	2	Philadelphia	1	Buenos Ayres....	2	Lumber	.....	1	Lumber	.....	
			1	In port				1	In port	.....	
	2	Baltimore	2	....do	2	Flour and provisions.....	.....	2	....do.....	.....	
	1	St. Mary's.....	1	Paranagua	1	Lumber	.....	1	Ballast.....	.....	
	1	St. Thomas.....	1	Callao	1	Ballast	.....	1	... do.....	.....	
	1	Glasgow.....	1	Liverpool	1	General cargo.....	.....	1	Inward cargo	.....	
	2	Cardiff	1	Rio de Janeiro ...	1	Coal.....	.....	1	Ballast	.....	
			1	In port	1	Coal	.....	1	In port	.....	
	1	Cadiz	1	....do	1	Salt	.....	1	....do.....	.....	
	1	Rio de Janeiro...	1	....do	1	General cargo.....	.....	1	....do	.....	

	8	Buenos Ayres	1	Boston	1	Ballast		1	Hides, &c.		
			3	New York	3	Hides, &c		1	....do		
			2	West Indies	2	Ballast		2	Ballast and mules		
			1	Rio de Janeiro	1	....do		1	Bran		
			1	Antwerp	1	Not stated		1	Not stated		
	30		30		30			30			
Quarter ended September 30, 1861.	7	In port	7	Not reported	7	Given last quarter		7	Not reported		Entered: 10 ships, 24 barks, 18 brigs, 4 schooners—56, and 7 in port.
	1	Machias	1	In port	1	Lumber		1	In port		Cleared: 6 ships, 20 barks, 15 brigs, 5 schooners—46, and 17 in port.
	2	Portland	1	St. Thomas	1	....do		1	Ballast		Agg'te tonnage entered: 23,908.
			1	East Indies	1	....do		1	....do		
	3	Boston	1	St Thomas	1	....do		1	....do		
			1	Buenos Ayres	1	...do		1	Lumber		
			1	Not stated	1	....do		1	Ballast		
	12	New York	4	Buenos Ayres	4	Lumber and general cargo		4	Inward cargo		
			5	New York	5	Lumber, flour, and gen'l cargo.		5	Ballast		
			1	Rio de Janeiro	1	Lumber		1	....do		
			1	St. Thomas	1	....do		1	....do		
			1	In port	1	General cargo		1	In port		
	3	Philadelphia	1	St. Thomas	1	Lumber and flour		1	Ballast		
			2	In port	2	General cargo		2	In port		
	6	Baltimore	2	Buenos Ayres	2	Flour and general cargo		2	Inward cargo		
			1	Baltimore	1	General cargo		1	Ballast		
			3	In port	3	Lumber and general cargo		3	In port		
	1	Remedios	1	San Francisco	1	Sugar		1	Inward cargo		
	2	Liverpool	1	Buenos Ayres	1	Coal		1	....do		
			1	Leon Island	1	General cargo		1	Ballast		
	1	Glasgow	1	Buenos Ayres	1	....do		1	Inward cargo		
	4	Cardiff	1	East Indies	1	Coal		1	Ballast		
			1	Liverpool	1	Coal		1	Bone-ash		
			1	New York	1	Coal		1	Ballest		
			1	In port	1	Coal		1	In port		
	1	Bristol	1	....do	1	Coal and sundries		1	....do		
	1	Newport	1	....do	1	Coal		1	....do		
	1	Hull	1	Belize	1	Coal		1	Ballast		
	2	Bordeaux	1	Paytander	1	General cargo		1	....do		
			1	In port	1	Wines		1	In port		
	1	Cadiz	1	Buenos Ayres	1	Salt		1	Salt		
	1	Hamburg	1	....do	1	Coal		1	Coal		
	11	Buenos Ayres	1	Liverpool	1	Bone-ash		1	Bone-ash		
			1	United States	1	Ballast		1	Ballast		
			1	Rio de Janeiro	1	Jerked beef		1	Yet in port		
			1	St. Thomas	1	Ballast		1	Ballast		
			1	New York	1	....do		1	....do		
			1	West Indies	1	....do		1	....do		
			4	In port	4	....do		4	In port		
			1	Baltimore	1	....do		1	Ballast		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.	
URUGUAY.											
MONTEVIDEO.											
Charles F. Zimmerman. Vice-Consul.											
Quarter ended September 30, 1861—Cont'd.	1	Paranagua.....	1	New York.....	1	Timber.....	.....	1	Ballast.....	.....	
	1	Rosario.....	1	....do.....	1	Ballast.....	.....	1	....do.....	.....	
	1	Not stated.....	1	In port.....	1	Not stated.....	.....	1	In port.....	.....	
	63	.....	63	.....	63	.....	.....	63	.....	.....	

RECAPITULATION,

Showing the navigation of the United States with each consulate in each foreign country during each quarter of the year ended September 30, 1861, *so far as data have been furnished by the consular returns received at the Statistical Office of the Department of State. For aggregate values of cargoes, inward and outward, description and quantities of merchandise, aggregate tonnage entered, and other minor details, the tabular statements must be consulted.*

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered	Cleared	Entered	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
BRITISH DOMINIONS.											
London	Freeman H. Morse	No	return.	No	return.	72	53	No	return.	72	53
Liverpool	H. Wilding	No	return.	No	return.	258	268	221	230	479	498
Bristol	Samuel Ward	17	20	19	19	21	21	58	43	115	103
Cardiff	do	34	34	33	35	58	38	76	90	202	97
Newport	do	16	13	14	12	26	27	40	37	96	89
Gloucester	do	5	5	1	1	5	2	20	21	31	29
Swansea	do	1	1	1	1	9	9	6	6	17	17
Milford Haven	do	1	1	No	return.	No	return.	2	2	3	3
Falmouth	Alfred Fox	7	9	13	11	46	40	43	46	109	106
Plymouth	Thomas W. Fox	3	3	2	2	2	2	7	5	14	12
Newcastle-upon-Tyne	Herbert Davy	10	10	5	4	52	52	38	38	105	104
Leith	James McDowell, Neil McLachlan	1	1	No	return.	No	return.	5	3	6	4
Dublin	Samuel W. Talbot	3	5	4	4	2	1	16	12	25	22
Cork	Robert Dowling, P. J. Devine	27	28	40	40	44	45	56	52	167	165
Belfast	T. Frean	No	return.	No	return.	10	9	10	7	20	16
Londonderry	Alexander Henderson	No	return.	2	2	7	7	4	4	13	13
Waterford	Josiah Williams	No	return.	2	1	1	2	2	2	5	5
Gibraltar	Horatio J. Sprague	5	5	11	9	10	8	8	8	34	30
Malta	W. Winthrop	8	*8	4	4	8	8	No	return.	20	20
St. Helena	W. Carrol	No	return.	31	29	34	34	22	26	87	89
Sierra Leone	Henry Rider	7	3	No	return.	No	return.	No	return.	7	3
Cape Town	D. M. Huckins	6	7	8	8	7	7	3	4	24	26
Port Elizabeth	do	3	3	5	5	No	return.	1	.....	9	8
Bathurst	Daniel R. B. Upton	5	4	4	5	4	3	No	return.	13	12
Mauritius	Geo H. Fairfield	16	15	7	10	14	14	14	13	51	52
Bombay	G. W. Healy	10	5	12	14	7	9	No	return.	29	28
Calcutta	John E. Amory, 1860	.....	.....	.....	.....	27	24	24	21	51	45
Do	do	45	35	34	43	30	40	No	return.	109	118
Do	C. Huffnagle, 1860	.....	.....	.....	.....	.....	.....	6	†5	6	5
Akyab	James Bullock	No	arrivals	7	6	1	1	No	return.	8	7
Penang, or Prince of Wales	Charles Wells Cook	5	5	3	3	2	1	4	3	14	12
Singapore	Alexander Hutchinson	20	20	11	14	8	5	14	16	53	55
Hong Kong	James Keenan	No	return.	28	53	No	return.	No	return.	28	53
Melbourne	J. F. Maguire	35	25	17	25	15	11	26	19	93	80
Sydney, N. S. W	Robert D. Merrill	12	8	6	11	6	6	10	4	34	29
Newcastle, N. S. W	G. Mitchell	3	5	3	3	No	return.	1	1	7	9
Port Adelaide	J. W. Smith	2	3	No	arrivals.	No	return.	Not	stated.	2	3
Bay of Islands, N. Z	G. H. Leavenworth	6	4	32	33	6	7	4	4	48	48
Montreal	J. R. Giddings	No	return.	No	return.	9	6	6	9	15	15
Quebec	A. M. Cohen	No	return	No	return.	11	6	28	33	39	39
St. John's, N. F	W. S. H. Newman	4	7	No	return.	20	18	27	29	47	47
Halifax, N. S	A. Pilsbury	3	3	1	1	26	26	22	17	52	47
Pictou, N. S	B. H. Norton	3	3	No	return.	69	69	92	92	164	164

* Six months.

† This return from Calcutta was not received in time for report of last year.

RECAPITULATION—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered	Cleared.	Entered	Cleared.	Entered.	Cleared	Entered	Cleared.	Entered	Cleared.
St. John's, N. B	C. Whitaker	48	53	18	16	120	103	123	133	309	305
Bermuda	F. B. Wells	9	9	11	11	14	14	14	11	48	45
Nassau	I. J. Merritt	12	11	26	24	16	17	7	9	61	61
Inagua, Bahamas	Samuel Sargent	10	10	9	8	2	3	2	2	23	23
Harbor Island, Bahamas	W. N. Sears	No	return.	No	return.	3	3	No	return.	3	3
Grand Turk, Turk's Island	A. G. Carothers	28	29	8	6	17	17	20	20	73	72
Salt Cay, Turk's Island	C. P. Stamers	14	14	7	7	12	12	25	25	58	58
East Harbor, Turk's Island	E. Jones	15	15	5	5	10	10	12	12	42	42
St. Christopher	E S Delisle	No	return	14	12	12	13	8	8	34	33
Antigua	R. S. Higinbotham	7	7	No	return.	6	6	No	return.	13	13
Barbadoes	J. F. Smith	46	39	55	60	37	35	36	39	174	173
Port of Spain, Trinidad	Richard S. Newbold	30	30	25	25	No	return.	No	return.	55	55
Kingston, Jamaica	John T. Neal	26	26	33	33	15	14	6	6	80	79
Demarara	A. W. Perot	No	return.	No	return.	23	24	24	24	47	48
FRENCH DOMINIONS.											
Havre	F. J. Grund and Jas. O. Putnam	38	36	134	109		116	70	62	338	323
Bordeaux	Gabriel G. Fleurot	7	18	8	5	15	12	24	22	54	57
Nantes	H. Rogues	1	1	1	.....	No	arrivals.	1	1	3	2
La Rochelle	Thomas W. Rountree	No	arrivals.	1	1	No	arrivals.	2	2	3	3
Cette	L. S. Nahmens	7	10	3	4	6	2	8	10	24	26
Marseilles	Alex. Derbes, G. N. Vanhorn, F. W. Morse, vice.	33	26	13		21	24	26	21	93	84
Toulon	A. B. Schenking	No	return.	No	return.	4	3	No	return.	4	3
Dunkirk	J. B. Moul	No	return.	No	arrivals.	No	arrivals.	4	2	4	2
Tahiti, Society Islands	Alex. Salmon, acting	5	5	6	5	3	4	4	5	18	19
SPANISH DOMINIONS.											
Cadiz	T. T. Tunstall	20	18	16	11	28	29	26	27	90	85
Malaga	John Somers Smith	27	33	1	5	1	1	18	13	47	52
Alicante	William L. Giro	3	2	.....	2	.....	1	2	2	5	7
Denia	John Morand	2	4	No	return.	No	return.	1	1	3	5
Barcelona	J. A. Little	No	return	No	return.	3	2	13	5	16	7
Tarragona	A. W. Opisso	No	return.	No	return.	2	2	2	1	4	3
Havana	Chas. J Helm, 1860*	.....	.....	.....	.....	337	345	235	248	572	593
Do.	.....do.....1861	282	255	332	324	313	348	116	143	1,043	1,070
Matanzas	Hugh Martin, jr	89	59	125	146	153	156	20	17	387	378
Cardenas	C. F. Goodwyn	No	return.	197	166	No	return.	No	return.	197	166
San Juan de los Remedios	J. Stone	6	6	22	22	27	27	2	2	57	57
Nuevitas	Richard Gibbs	20	19†	17	15	19	24	4	3	60	61
Sagua la Grande	James H. Horner	12	17	56	39	78	90	No	return.	156	146
St. Jago de Cuba	Stephen Cochran	19	17	27	32	16	17	8	8	70	74
Trinidad de Cuba	J. R. Hooken	8	8	No	return.	No	return	No	return.	8	8
San Juan, Porto Rico	C. De Konceray	9	10	13	11	12	15	9	10	43	46
Guayama, Porto Rico	Francis W. Preston	6	7	31	10	27	34	2	5	66	56
Mayaguez	J. C. Coxe	21	19	37	27	28	37	13	14	99	97
Manila	C. Griswold	32	28	10	15	13	8	2	9	57	60
PORTUGUESE DOMINIONS.											
Lisbon	John F. Porteous	3	7	.....	.....	.....	.....	15	14‡	18	21
Oporto	J. F. Porteous, Joseph A. du Selor, acting	No	return.	No	return.	3	3	2	1	5	4
Funchal, Madeira	C. W. Marsh	5	5	No	return.	No	return.	No	return.	5	5
Fayal	C. W. Dabney	3	5	5	4	12	9	28	30	48	48
St. Paul de Loanda	John G. Welles	5	7	9	7	6	6	9	7	29	27
Macao	Gideon Nye, jr	4	4	4	4	3	2	4	5	15	15
BELGIUM.											
Antwerp	J. W. Quiggle	16	20	17	17	23	22	44	37	100	96

* Not received till report for 1859 and 1860 had gone to printing office. † For six months. ‡ For nine months.

RECAPITULATION—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared	Entered	Cleared.	Entered.	Cleared.	Entered	Cleared	Entered	Cleared.
DOMINIONS OF THE NETHERLANDS.											
Rotterdam	Lewis G. Vroomans, vice-consul	13	14	13	10	16	13	13	21	55	58
Amsterdam	R. G. Barnwell	1	1	1	1	10	4	7	9	19	15
Curaçoa	Moses Jesurum	13	10	11	14	6	4	8	10	38	38
St. Martin	Charles Key	17	17	15	15	3	3	4	4	39	39
Paramaribo	H. Sawyer	7	8	6	8	11	10	10	10	34	36
Batavia	H. Anthon, jr	6	5	4	4	2	1	6	5	18	15
Padang	S. Higginson, jr	1	1	4	4	No	return.	No	return.	5	5
HANSE TOWNS.											
Bremen	Isaac R. Diller	8	4	7	7	25	14	3	15	43	40
Hamburg	J. R. McDonald, vice-consul	1	3	9	4	12	14	15	13	37	34
DANISH DOMINIONS.											
Elsinore	J. P. M. Epping	6	6	No	arrivals.	36	36	78	78	120	120
St. Thomas	R. P. Waring	45	39	58	56	51	56	No	return.	151	154
Christianstadt	R. A. Finlay	5	4	3	5	7	5	5	7	20	21
Frederickstadt	William Moore	6	6	3	3	6	6	6	6	15	15
SWEDEN AND NORWAY.											
Gothenburg	E. Rohss	2	2	No	return.	No	return.	No	return.	2	2
St. Bartholomew	R. Burton Denzey	No	return.	No	return.	No	return.	5	4	5	4
RUSSIA.											
Cronstadt	Alexander Wilkins	3	3	No	return.	No	return.	No	return.	3	3
Odessa	Timothy C. Smith	No	return.	No	return.	No	return.	5	4	5	4
AUSTRIA.											
Trieste	Stephen S. Remak	8	5	5	8	4	4	7	5	24	22
Venice	J. J. Springer	No	return.	1	1	No	return.	No	return.	1	1
SARDINIA.											
Genoa	W. L. Patterson	14	6	18	24	20	12	40	33	92	75
TUSCANY.											
Leghorn	John A. Bindee	8	9	7	3	No	return.	8	7	23	19
TWO SICILIES.											
Naples	Alexander Hammett	2	.....	7	8	4	4	No	return.	13	12
Messina	C. H. Morgan	40	17	27	47	3	3	No	return.	70	67
Palermo	Henry H. Barton	24	18	28	30	12	17	4	4	68	69
TURKEY.											
Constantinople	Alexander Thompson	7	7	9	9	5	5	35	33	56	54
Smyrna	E. S. Offley	7	11	4	4	3	4	8	7	22	26
IONIAN ISLES.											
Zante	A. S. York	No	return.	No	return.	No	return	1	1	1	1
Corfu	....do	No	return	No	return.	No	return.	2	2	2	2
LIBERIA.											
Monrovia	John Seys	6	6	10	9	7	3	7	8	30	26
MUSCAT.											
Zanzibar	W. G. Webb	7	7	3	3	3	3	2	2	15	15
SIAM.											
Bangkok	J. H. Chandler, 1860	.....	.....	6	6	10	10	4	4	20	20
Do	....do.....1861	6	5	13	10	9	13	9	9	37	37
CHINA.											
Amoy	Thomas H. Hyatt	7	7	4	4	3	5	3	1	17	17
Foo-Choo	S. L. Gouverneur, jr.	11	9	4	5	4	3	No	return.	19	17
Ningpo	Geo. W. Fish, acting	27	27	25	23	29	28	20	23	101	101
Shanghai	W. L. G. Smith	67	74	52	52	86	84	109	98	314	308
Swatow	William Brick	3	3	2	2	3	1	2	2	10	8

RECAPITULATION—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared	Entered.	Cleared.	Entered	Cleared	Entered.	Cleared.	Entered.	Cleared.
JAPAN.											
Nagasaki.	John G. Walsh	9	*9	No	return.	No	return.	No	return.	9	9
Hakodadi	E. E. Rice	11	10	2	2			16	16	29	28
SANDWICH ISLANDS.											
Honolulu	F. L Hanks, J. A. Parker.	115	117	21	16	36	42	16	13	188	188
Lahaina	George Brayton	33	32	6	5	7	8	No	return.	46	45
Hilo	Thomas Miller	14	14	8	4	3	7	1	1	26	26
DOMINICAN REPUBLIC.											
St. Domingo City	Jonathan Elliot	4	3	1	2	1	1	2	2	8	8
HAYTI.											
Gonaives	G. Eustis Hubbard	5	7	6	7	6	6	4	4	21	24
Cape Haytien	do	7	7	8	8	5	7	7	6	27	28
Jeremie	J. Vigoureux	No	return.	4	4	5	4	No	return.	9	8
Jacmel	Charles Moravia	No	return	No	return.	No	return	3	3	3	3
MEXICO.											
Vera Cruz	John T. Pickett, Charles Rieken, vice	10	11	11	10	13	14	4	4	38	39
Tampico	Franklin Chase	6	7	5	6	9	8	1	1	21	22
Acapulco	L. W. Emory	21	21	24	24	23	22	21	21	89	88
Tabasco	E. P. Johnson	1	1	2	2	3	2	1	2	7	7
Minatitlan	A. C. Allen	No	return.	12	12	No	return.	No	return.	12	12
Mazatlan	Edward Conner	10	10	13	14	15	15	12	10	50	49
Guaymas	L. Dent	No	return.	5	5	5	5	6	6	16	16
HONDURAS.											
Omoa	A. Follin	No	arrivals	1	1	1	1	1	1	3	3
NICARAGUA.											
San Juan del Norte	Thos. S. Bell, com'l agent.	2	2	2	2	1	1	No	arrivals.	5	5
NEW GRANADA.											
Aspinwall	D A. Robinson, jr.	44	43	37	42	No	return.	No	return.	81	85
Panama	Amos B. Corwine	16	17	16	17	16	15	15	15	63	64
Sabanillo	J. W. Magill	3	5	5	5	3	3	No	return.	11	13
Cartagena		5	5	7	7	4	3	No	return.	16	15
VENEZUELA.											
Maracaibo	Robert H Swift	20	19	6	6	6	5	5	6	37	36
Puerto Cabello	Joseph Castel	7	9	No	return.	No	return.	No	return.	7	9
Ciudad Bolivar	John Wu ff	10	7	No	return.	No	return	No	return.	10	7
Laguayra	E. De Sola, vice-consul	12	11	15	15	No	return.	No	return.	27	26
BRAZIL.											
Rio de Janeiro	Richard C. Parsons	No	return.	No	return.	77	35	83	94	160	129
Pernambuco	Richard A. Edes	16	18	16	15	16	17	13	11	61	61
Para	Eben G. Bailey	10	10	6	5	12	11	3	5	31	31
Maranham	W. H. McGrath	2	2	2	2	5	5	2	2	11	11
Bahia	J. S. Gillmer	11	14	7	7	8	6	8	10	34	37
Rio Grande do Sul	G F. Upton	8	9	4	3	8	5	No	return.	20	17
Santos	Wm. T. Wright, jr	3	2	2	3	4	3	4	1	13	9
PERU.											
Callao	William Trevitt	45	45	22	22	12	12	11	11	90	90
Payta	Fayette M. Ringgold	29	29	No	return.	No	return.	No	return.	29	29
Tumbez	Leonard G. Sanford	25	31	11	10	14	14	24	21	74	76
CHILI.											
Valparaiso	James B. Gordon	27	27	28	28	18	17	22	20	95	92
Talcahuano	A G. Blakey	10	9	45	37	24	31	7	9	86	86

* Six months.

RECAPITULATION—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared	Entered.	Cleared.	Entered	Cleared	Entered	Cleared.	Entered.	Cleared.
BOLIVIA.											
Cobija	Louis Joel	1	1	No	return.	2	2	1	1	4	4
ARGENTINE CONFEDERATION.											
Buenos Ayres	Wm. H. Hudson	40	32	34	43	19	23	39	30	132	128
Rosario	Benjamin Upton	No	return.	1	1	No	return.	1	1	2	2
URUGUAY.											
Montevideo	Charles F. Zimmerman, vice-consul.	24	22	22	26	26	22	56	46	128	116

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